



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

Bn 6302.127.25



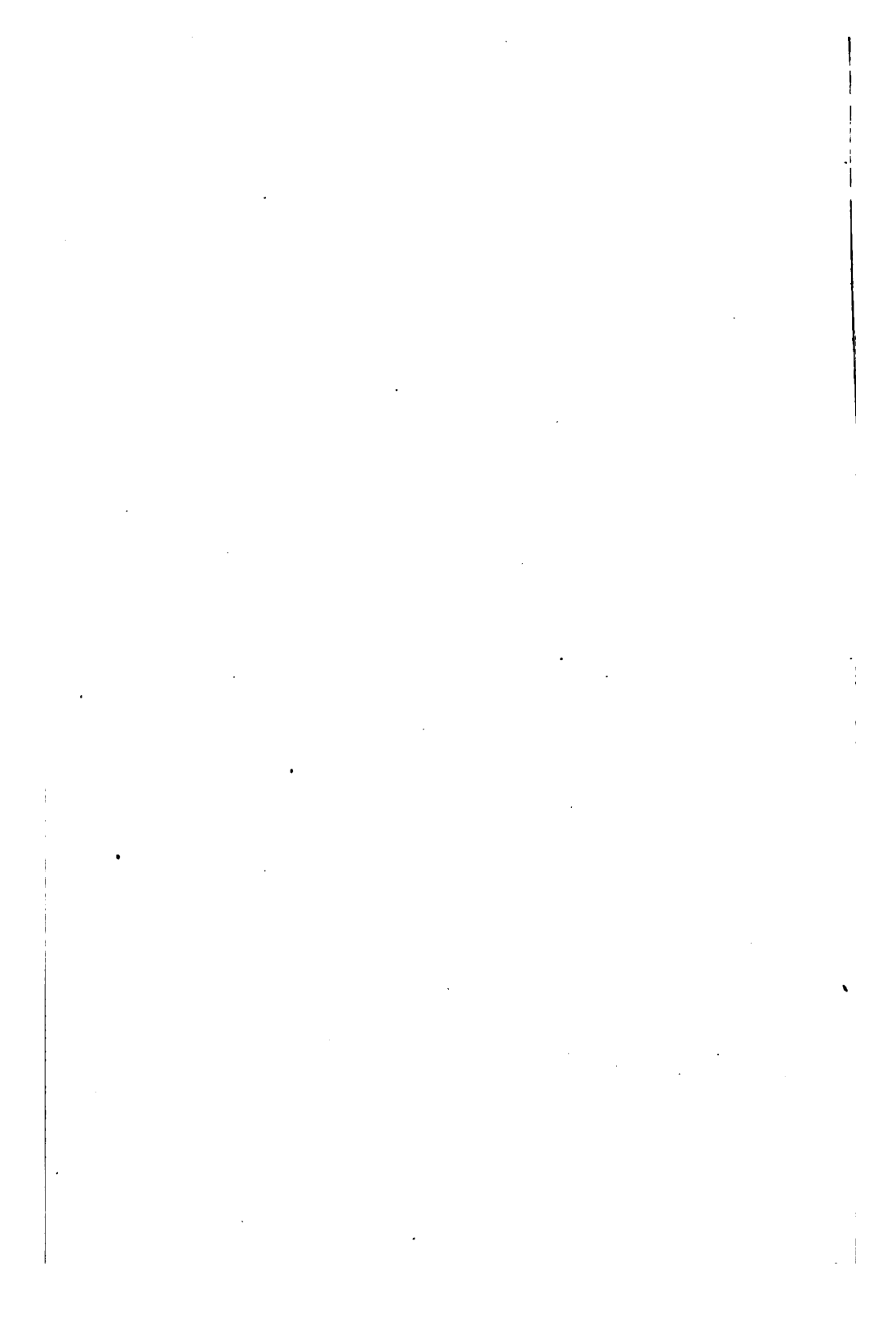
Harvard College Library

FROM THE

J. HUNTINGTON WOLCOTT FUND.

Established by ROGER WOLCOTT (H. U. 1870), in memory of his father, for "the purchase of books of permanent value, the preference to be given to works of History, Political Economy, and Sociology." (Letter of Roger Wolcott, June 1, 1891.)

Received 9 Oct., 1895.



VOYAGES AND TRAVELS

OF

LORD BRASSEY

VOL. II.

PAPERS AND ADDRESSES

By LORD BRASSEY, K.C.B., D.C.L.

NAVAL AND MARITIME 1871 to 1893. Arranged and Edited by Captain S. EARDLEY-WILMOT, R.N. 2 vols. crown 8vo. 10s.

WORK AND WAGES. Edited by J. POTTER, and with Introduction by GEORGE HOWELL, M.P. Crown 8vo. 5s.

MERCANTILE MARINE AND NAVIGATION, from 1871 to 1894. Arranged and Edited by Captain S. EARDLEY-WILMOT, R.N. Crown 8vo. 5s.

London : LONGMANS, GREEN, & CO.

New York : 15 East 16th Street.

VOYAGES AND TRAVELS

OF

LORD BRASSEY, K.C.B., D.C.L.

FROM 1862 TO 1894

ARRANGED AND EDITED BY

CAPTAIN S. EARDLEY-WILMOT

IN TWO VOLUMES—VOL. II.

LONDON

LONGMANS, GREEN, AND CO.

AND NEW YORK : 15 EAST 16th STREET

1895

All rights reserved

~~I. 4853~~

~~Bv 2630.2, 127.3~~

Bv 6302, 127.25



Yolcott fund.

CONTENTS

OF

THE SECOND VOLUME

	PAGE
VII. A THIRTEEN MONTHS' CRUISE TO INDIA AND AUSTRALIA IN 1896-97. REPRINT, 'SUNBEAM PAPERS' (<i>continued</i>).	1
VIII. A TRIP TO THE WEST INDIES IN 1892. REPRINT, 'FORTNIGHTLY REVIEW,' 1893	176
IX. A RUN TO THE EAST IN 1893-94. REPRINT, 'NINETEENTH CENTURY,' 1894	219
APPENDIX : SUMMARY OF VOYAGES COMPILED FROM LOG-BOOKS	249
INDEX	251

VII

A THIRTEEN MONTHS' CRUISE TO INDIA AND AUSTRALIA IN 1886-87 (*continued*)

VI.—KING GEORGE'S SOUND TO ADELAIDE

ON May 17 we sailed from Albany for Adelaide. From the snug shelter of Princess Royal harbour, through the narrows, to the open waters of King George's Sound, we were under steam. Off Breaksea Island we made sail to a fresh breeze from the north-east.

Leave
Albany

The harbour master at Albany predicted that the wind would gradually work round to the north-west. He strongly advised us to stand out to sea on the port tack, keeping at a distance of not less than fifty miles from the coast. Forty-eight hours elapsed before this encouraging prophecy was fulfilled. In the interval we succeeded in making good an average speed of five knots on a course to the southward of the direct track for Adelaide. The weather was fine and clear. The wind was moderate. A short and lumpy head sea showed that in the great Australian Bight the wind was blowing with force from the north-east.

Stand out
to sea
under sail

A westerly
gale

On May 20, in the afternoon, the wind shifted to the west. It steadily increased in strength, and on Sunday, the 22nd, for a few hours it blew a whole gale. The sky was clear. The sun shone forth brilliantly, giving a magnificent effect to the heaving masses and breaking crests of the great rollers of the Southern Ocean. We scudded before the gale at a speed of twelve knots an hour.

Heavy
squalls

Thick
weather

Make the
land

At 11 P.M. on the 22nd we passed astern of a large sailing ship under easy sail, close hauled, standing to the southward on the starboard tack. This was the first sailing vessel we had met at sea since we left the Malabar coast. At midnight sail was reduced. The strength of the westerly current was uncertain. Squalls of wind and blinding rain were coming up in quick succession. It was prudent in the circumstances to endeavour to make Kangaroo Island in the daylight. At 5 A.M. on the 23rd I went into the foretop, and remained an hour and a half, anxiously looking for the light on Cape Borda, the western extremity of Kangaroo Island. Our landfall subsequently proved that we were well within the range of its powerful rays, but no gladdening and reassuring beam pierced through the darkness to the anxious watchers in the 'Sunbeam.' It was becoming a serious question whether we should venture to run further in towards the Investigator Strait, when land was seen on the starboard bow, and we had the great satisfaction of finding that our dead

reckoning was correct, and that we were in an excellent position. Nothing now remained but to crowd all possible sail, and press on to the sheltered waters inside Kangaroo Island. At 7.30 P.M. the entrance to Port Adelaide, and the lights in its pleasant marine suburb of Glenelg, were in view. We laid-to for the night, most thankful to the merciful Providence which had carried us in safety through a night of extreme anxiety.

Lay-to for
the night

Soon after daylight on May 24 we were boarded by a deputation from the Holdfast Bay Yacht Club, who had been up all night on the look-out for the 'Sunbeam.' Our passage through the Investigator Strait had been telegraphed from the Lighthouse on Cape Borda, and it was calculated by the yachting fraternity that we should arrive off Glenelg in the evening. Their estimate was correct, but we had preferred to stand off and on, rather than bring-up in the darkness in an ill-selected position. In graceful terms the deputation gave us a hearty welcome, and presented an address, which we shall always value as a reminiscence of the first incident in our happy visit to South Australia. While the deputation were at breakfast, Mr. Stock, the Mayor of Glenelg, and his daughters arrived on board, bearing charming bouquets of flowers, and renewing the genial welcome we had already received.

A welcome
to South
Australia

While these agreeable ceremonies were going forward, we were guided by the harbour master of Glenelg to an anchorage off the jetty. The view

Anchor off
Glenelg

4 CRUISE TO INDIA AND AUSTRALIA IN 1886-87

View from
the
anchorage

of the coast from the deck of the 'Sunbeam' was most pleasing. Behind Glenelg, the towers and steeples of its churches and public buildings, clearly seen over the intervening plain, indicate the situation of Adelaide. The city is enclosed, as in an amphitheatre, by the Mount Lofty range, rising in its higher peaks to commanding altitudes, and extending, in a direction nearly parallel to the eastern shore of the Gulf of St. Vincent, as far as the eye can reach. The steep slopes of the Mount Lofty range are richly wooded, and clothed at this season of abundant rains with fresh green grass. On the morning of our arrival the scene was one of surpassing beauty under the varying aspects of shadow and sunshine.

I here insert the usual extract from the log:—

Analysis of
the log

DATE	Lat.	Long.	DISTANCE		WINDS
			Sail	Steam	
1887	S.	E.			
May 17	Off Breaksea Island		—	6	
" 18	35°38'	122°54'	100	4	Light and variable
" 19	36°23'	122°10'	120	—	N.E. to N. by W.
" 20	36°25'	125°13'	148	—	N.N.W. to N.N.E.
" 21	35°59'	127°56'	135	—	N.W. to W.N.W.
" 22	35°55'	132°17'	206	—	W., strong
" 23	35°30'	137°10'	265	—	W., fresh gale
" 24	At Glenelg		95	—	Veering to S.W., moderating
Total			1,069	10	

May 24.—As soon as the anchor had been let go, we hurried ashore, and drove to Adelaide to

attend the Governor's levée. All the official world and the leading men in the colony mustered on the occasion, to do honour to the Queen in the person of her able representative, Sir William Robinson.

Visit
Adelaide

In the afternoon we accompanied the Governor to the races. The most interesting race was a steeplechase, over timber jumps as formidable as those in the Campagna of Rome. There were two entries, and the race was closely contested. Both horses were rather beaten, but neither made a mistake in three rounds of a very stiff course. Walking about among the crowd of spectators, it was delightful to receive many greetings, cordially given to a newly-arrived visitor from the old country. The race-course is surrounded by a belt of fine timber, and charmingly situated near the foot of the beautiful Mount Lofty range.

Attend the
races

On leaving the race-course we walked to Government House, through the Botanical Gardens, in which the tree ferns of the antipodes, and the always graceful bamboo, form a chief feature of the plantations.

Botanical
Gardens

Interviewing is a distinctive feature of Australian as of American journalism. A company of representatives of the Adelaide press spent the night at the semaphore station at Port Adelaide, in anticipation of the arrival of the 'Sunbeam.' Our movements unintentionally eluded their observation, and it was not until 11 P.M. that we were boarded by a member of the press, who,

Zeal of the
press

G CRUISE TO INDIA AND AUSTRALIA IN 1886-87

Perseverance
rewarded

in pleading accents, implored me not to send him away empty-handed after an arduous and persevering chase of twenty-four hours. The following result of a midnight conference appeared in the 'South Australian Register.'

AN INTERVIEW WITH LORD BRASSEY

'A representative of the "South Australian Register" boarded the "Sunbeam" on Tuesday evening. Lord Brassey very kindly allowed himself to be interviewed, and the substance of the conversation is given below:—

THE BRITISH COLONIES

Object of
the voyage

'My expedition,' said Lord Brassey, 'has been an undertaking long meditated. I had for a long time wished to come out and see the colonies. Acquisitions of countries inhabited by other races of men sometimes bring us reluctant and unwilling subjects, and are then sources of weakness rather than of strength. But when we turn to the children of our own race, whose hearts beat warm in sympathy with the old country, and who are one with us in race and traditions, in memories and history, and in associations, it is quite different. We have under our flag loyal and united citizens, who are sources of strength. I think the statesmanship of England in future should consist in cultivating a near and abiding

friendship with the colonies. Sir Robert Stout's article in a recent number of the "Nineteenth Century" presents, I think, an excellent idea of the course which the statesmen of the mother country should take towards the colonies. With the general idea in view which I have indicated, I am now paying a visit to the Australian colonies.'

DEFENCE OF THE EMPIRE

'What about federation for offensive and defensive purposes, my Lord?' 'I consider we must go forward in that direction, but it naturally involves a contribution to a common purse; and taxation involves representation; and representation of colonial countries involves, as Sir Robert Stout pointed out, an important modification, and, I believe, a wise one, in the foreign policy of England. We cannot expect that the colonies will associate themselves with the mother country in a policy of interference with the affairs of Europe. They would associate with us, I doubt not, in a policy in which they have a common interest. For instance, the colonies may be presumed to have a common interest in the retention of India. They have begun and are likely to carry on a rapidly increasing trade with India. They would not like to see the country pass under a foreign flag, and would probably assist us in defending it. English statesmanship should be directed towards

Federation.
What it
would
involve

The
colonial
contingent
in the
Soudan

the advancement of movements that are of common advantage to all parts of the Empire.'

'But your lordship does not regard the Soudan war as affecting the colonies?' 'No; but they came to the front in the Soudan question owing to the kindly affection which they bear to England. They thought that we were being rather hardly used by the Russians on one side and the French on the other, and in a most generous way they came to our rescue. The colonial contingent to the Soudan had a moral effect far beyond the presence of a certain number of stalwart soldiers in the field.

AUSTRALIAN HARBOURS

Defence of
Australian
harbours

'The defence of harbours in the Australias was a subject about which the home authorities had most competent advice from Sir William Jervois and others. The question remains as to finding men to man these defences. Take, for instance, King George's Sound. The colony of Western Australia cannot be expected to maintain a permanent force. The place is important to that colony, but it is also an important strategical position in regard to communication between England and the whole of Australasia, and it would therefore be unfair that the burden of maintaining the defences should fall on one colony, and that the poorest yet created on this fifth continent. You must look to the mother country to come in and help.

MANNING THE FORTS

‘I should say it would be a wise step in a position like that of King George's Sound to employ marines or marine artillery as a permanent force. It would have the advantage of preventing the necessity of a body of men being detached from the general service, and becoming deteriorated in discipline or drill. A scheme might be easily worked out by which the marines in charge of the forts should be relieved by a fresh detachment every twelve months or so from the squadron.

Marines
for King
George's
Sound

‘Here, in the more wealthy colonies, means will be found for training a sufficient number of men to fight the guns and man the works. For such duty volunteers are particularly adapted, and do not require the long drilling and solidity of movement that are demanded of infantry in the field.

Volunteers
in other
colonies

COMMUNICATION WITH ENGLAND

‘The Intercolonial Railway is a great achievement, and anything that the mother country can do now to complete the link between Vancouver's Island and these colonies or Hong Kong should be done. We might concur with the desire of the Canadians, and allow a subsidy to steamers.

INCREASING OUR NAVAL STRENGTH

‘I am in favour of a generous policy in matters of subsidy for postal objects.

Government subsidies to fast mail steamers

‘A great improvement could be made if the Government rendered the necessary assistance for a line of steamers to run between Vancouver and Australia. Look at the last Russian scare. Had we then a line of subsidised steamers readily convertible into cruisers running between Vancouver and Australia, and armaments laid up for them at Sydney, it would have done a great deal to relieve the anxiety felt at the time. As it is, we had an illustration of the benefits of the arrangement for mail steamers being used as cruisers in the fact that one or two of the Peninsular and Orient liners were kept in Australia, and converted into temporary cruisers. That shows the value of the system in connection with defence here.

NAVAL VOLUNTEER FORCE

Naval Volunteers

Success of the movement at home

‘As I look forward to the gradual completion of the defensive arrangements for the principal ports in Australia by means of the harbour flotilla, so I think it will be very important to give every encouragement to the Naval Volunteer movement. If you build flotillas for harbour defence where there is no permanent force, and no necessity for such a force, you must fall back upon volunteers. I am happy to know that the Naval Volunteer movement in the old country is a success. I have watched it with the deepest interest. I have taken the opportunity of seeing the volunteers at sea in their gunboats as well as

in the batteries on shore. I have made inquiry about them from the commanding officers, and have every reason for satisfaction. There is a certain nautical aptitude ingrained in the British race which makes them singularly fit to undertake the duties of auxiliaries to the Navy, and I am glad to know that the Naval Volunteer movement has been begun in these colonies. I wish it every success, for I am sure it will do very much to strengthen the harbours against any possibility of attack.'

May 25.—We were driven this morning by Mr. Stock into the heart of the Mount Lofty range. We had admired greatly the hills when seen from below; we admired not less the views obtained from their commanding heights. The sinuous shores of the Gulf of St. Vincent may be traced to the horizon. The rich plain is spread out beneath the hills, with the city of Adelaide, and its cheerful and far-extending suburbs, in the middle distance. We lunched at the Belair Hotel, in a beautiful situation, overlooking a fine and well-wooded glen. In summer this is a favourite resort for evening riding parties. We descended to Glenelg by a well-engineered road, every turn revealing new aspects of loveliness in hill and plain.

View from
Mount
Lofty
range

In the afternoon a large party from Glenelg came off to inspect the 'Sunbeam.' We were delighted to have the opportunity of making

Social
gathering
on the
'Sunbeam'

friends with a community which had given us a cordial welcome, and to realise how perfectly we of the old country and our colonial fellow-subjects are one people. There was nothing to distinguish the gathering on board the 'Sunbeam' this afternoon from a similar assemblage in England. A three hours' sail across the English Channel would have brought us to a social life differing in everything from our own. Eighteen thousand miles of voyaging to the Australias had brought us to a social life in all essentials the same as that which we had left behind in England.

Shift to
Port
Adelaide

May 26.—Under the guidance of Mr. Inglis, the harbour master, we steamed from our anchorage off Glenelg to Port Adelaide.

The
exhibition
buildings

May 27.—The morning was busily employed in a visit to the exhibition buildings, to be opened on June 21, in commemoration of Her Majesty's Jubilee. The creation of structures of such large and handsome proportions, many of them being permanent buildings, and the successful result of the appeals sent out from the colony for contributions of art and manufactures, and raw products of every description, is no slight achievement for a colony which, measured by numbers only, scarcely exceeds a provincial city of the old country. The main credit is due to the spirit, energy, and tact of the present Mayor of Adelaide.

Other
institutions

From the exhibition we proceeded to the public picture gallery, the school of art, the museum, the library, and the public news room. In each of

these institutions we found a good commencement of collections, which will be gradually enriched by the liberality of individuals and the expenditure of public money in the fullest measure of the available means. Life in the colonies is very much more than a sordid struggle for wealth. A resolve is evident on all sides that progress shall be marked by culture and by civilisation, not less than by increase in material wealth.

In the afternoon I had the honour of being invited to the annual meeting of the Geographical Society, by Sir Samuel Davenport. I again borrow from the 'Australian Weekly Register' a report of our proceedings:—

ROYAL GEOGRAPHICAL SOCIETY

'The annual meeting of the South Australian branch of the Royal Geographical Society of Australasia was held at the society's rooms, Waymouth Street, on Friday afternoon, May 27. Sir Samuel Davenport (vice-president) occupied the chair.

Reception
at the Geo-
graphical
Society

'The ordinary business of the meeting having been concluded, and speeches of welcome to Lord Brassey having been delivered by the chairman, and the Hon. R. A. Tarlton, Lord Brassey, who was received with cheers, said:—Gentlemen, there is no more business on the paper, but there is a resolution which I am sure you would desire to have moved before the proceedings are brought to a close, and if you will permit a stranger to do

Move a
vote of
thanks to
the chair-
man

Seaman-
ship of
early
navigators
Captain
Cook

so I will move a vote of thanks to the chairman for his able conduct in the chair. Perhaps I may be allowed before moving the resolution to say a word or two. You have spoken of the voyages that have been taken on the "Sunbeam" as adventures not unworthy of those old Northmen in whose distant fame England and Australia equally share. I cannot take to myself the credit of being an adventurer in the same sense in which our northern forefathers were adventurers. I will not speak of the morality of their proceedings, but simply of the feats of navigation in which they engaged. Those northern forefathers of ours were not provided with all the information which geographers and explorers have given to the navigators of modern days. Consider for a moment the hazards and the difficulties encountered by Captain Cook. Going about as I do with all the facilities afforded by the most recent discoveries in science, and still finding the art of navigation not made so very easy, when I look back to Captain Cook, who entered these seas with no information, and with no other resource but his general seamanship and knowledge of navigation, my admiration of his achievements grows continually stronger.

Usefulness
of such
societies

'I particularly rejoice that so excellent a society as this has been established in Adelaide. I understand it is a society collateral with others which exist in the other colonies of Australia. You are doing a most valuable work. Exploration must precede settlement. A previous speaker expressed

deep satisfaction that the control of this fifth continent had devolved on the Anglo-Saxon race. In coming to these colonies I touched at two seaports, which, by the contrast they present, brought forcibly to my mind the advantage of a liberal policy in dealing with commerce. The two ports to which I refer are Singapore and Makassar. Singapore dates from some fifty or sixty years at the most, but it has grown to be a magnificent emporium of trade; and how has it reached that position? By declaring on the very first day that the protecting flag of England was hoisted that equal privileges should be given to men of commerce to whatever nationality they might belong. When we turn to Makassar—a place which might be not unfairly compared in regard to facilities of position with Singapore—we find the Dutch determined to close it to the enterprise of every foreign nationality. The result of this selfish spirit is that Makassar presents all the indications of languor and decay, while Singapore presents all the indications of prosperity and wealth.

Commercial
prosperity

Comparison
between
Singapore
and
Makassar

‘Before I sit down, may I refer to a portion of the report, in which reference was made to recent spheres of exploration in which the society is interested? There are some delicate questions connected with New Guinea. What I have seen of the world has tended to impress on my mind most deeply the conviction that latitude does fix in a decisive manner a limitation upon the sphere of the Anglo-Saxon race

Labour in
the tropics

Unsuitable
for Anglo-
Saxon
race

Affection
for the
colonies in
Great
Britain

for physical labour. Unless you have temperate weather, such as we are now enjoying in Adelaide, the Anglo-Saxon race cannot undertake outdoor labour. You may direct and administer it ; you may be able to go through figures in the office ; but to go out into the field to dig and delve is impossible. Although tropical countries may not be suitable for the employment of the Anglo-Saxons as field labourers, it does not follow that they are not to be of great benefit—even a direct benefit—to our own race in regard to the employment of labour. If we can succeed in developing these tropical regions by employing the labour of the tropical races, the increasing prosperity will serve to extend the markets for the products of Anglo-Saxon labour in countries adapted to our race.

‘A visit to Australia must be a matter of deep interest to every patriotic Englishman. In the old country we are becoming more and more sensible that it is the highest statesmanship to keep together every limb of the British Empire. There is an increasing affection to the colonies in England, and an increasing pride in their advancement. National sentiment and enlightened self-interest will bind and keep us together, so that not one limb of the great British Empire shall be severed.’

The afternoon of the 27th was not entirely occupied with the proceedings of the Geographical

Society. Under the guidance of the acting premier, Mr. Bray, I had the advantage of seeing several of the Government offices, and of being introduced to the officials. Everything bore the marks of order and method in the administration of government. Mr. Bray kindly showed me the contents of a strong box in the Treasury, consisting of some splendid nuggets purchased by the Government from the gold diggings at Teetulpa, to be shown at the Adelaide exhibition.

Visit to
Govern-
ment
offices

May 28.—The morning was devoted to a visit to Port Adelaide, by invitation of the Mayor.

Great efforts have been made to improve the harbour and its approaches. The docks have been formed on an estuary of the Gulf of St. Vincent, about nine miles from its mouth. The tortuous channel has been artificially deepened to twenty-two feet. On the banks of the river extensive ranges of timber jetties have been constructed. The floating-dock has an area of five acres and a depth of twenty-one feet. A capacious graving-dock, the property of the Government, is now in process of enlargement. Every facility has been provided for all but the largest class of ocean steamers. There is no difficulty in dealing with their cargoes by means of lighters.

Improve-
ments to
harbour
and docks
of Port
Adelaide

Having visited the docks we proceeded to a large corn mill recently completed by Mr. Dunn, the largest miller in South Australia. The engine for driving the mills is of English manufacture. All the other machinery is from American makers,

Mr. Dunn's
corn mill

and equally remarkable for ingenuity of design and perfection in workmanship. The flour of South Australia is of the finest quality.

The
Sailors'
Home

Our visit to Port Adelaide terminated with an inspection of the excellent Sailors' Home. No less than one hundred seamen were staying in the Home. Looking to the high scale of wages, averaging 6*l.* a month, I was surprised to find so many men out of a berth.

In the afternoon the Governor had a garden reception. It was attended by some eight hundred visitors. In the evening we accompanied the Governor to the theatre to witness a creditable performance of 'Human Nature.' The theatre was crowded with an audience representing the leaders in the social world of Adelaide.

The
Cathedral.
Bishop
Kennion

May 29.—Attended morning service at the Cathedral. The chanting was worthy of a cathedral choir in England. Bishop Kennion is universally beloved in South Australia. He came to the colonies from active parish work in Bradford, and with experience in dealing with an industrial population. No man can succeed here, whether in the social, political, or spiritual sphere, unless he understands the susceptibilities of working men, and can win their hearts—a task not difficult where genuine sympathy exists.

Visit to
Japanese
corvette
'Ringo'

May 30.—Lunched on board the Japanese corvette 'Ringo.' A large party of Adelaide notabilities, led by the Governor, shared in the hospitable entertainment. The ship appeared in

good order, but the profuse decorations of paper chrysanthemums, and some stuffed figures, after the manner of Guy Fawkes, by no means improved the nautical effect. The crew were small in stature, but sturdy, well set up, and clean. In the afternoon we had an 'At home' on board the 'Sunbeam.'

May 31.—Was devoted to an excursion to Marble Hill, the summer residence of the Governor in the Mount Lofty range. The distance from Adelaide is sixteen miles. From the city to the foot of the hills the road traverses a level plain, thickly inhabited and of great fertility. On leaving the plain the ascent is rapid through deep gorges and between steep hillsides, which in Scotland would be clothed with heather, but here are green with the fresh verdure of the winter rains. By the roadside, at short intervals apart, are the simple but comfortable dwellings of small farmers or dairymen, shaded by graceful willow trees, watered by running brooks, and surrounded by well stocked gardens. These little homesteads had an air of easy independence which it was truly delightful to see. They presented the ideal standard to which it is so desirable to raise our agricultural labourers at home, and which, alas! could only be reached through emigration on a scale which it is impracticable to attempt.

Marble Hill stands at an elevation of 2,300 feet, on a projecting buttress of the Mount Lofty range. The terrace in front of the house is on the edge

Visit to
Governor's
house at
Marble
Hill

Site of the
house

of an almost precipitous slope. The view extends over the Gulf of St. Vincent, whose shores can be followed from Glenelg, round the head of the Gulf to the hills of the Cape Yorke peninsula. The hills extend to the east and west as far as the eye can reach, descending into the plain in a succession of sharp ridges divided by valleys broad and deep. A forest of Australian gum trees clothes the steepest slopes, and in the valleys presents an unbroken mass of evergreen foliage.

On our return from Marble Hill we stopped at a delightful country house, Morialta. The view is lovely. The grounds are planted with our English trees, which seemed to have flourished very satisfactorily under an Australian sky.

The
municipal
buildings

June 1.—We lunched with the Mayor, Mr. E. T. Smith. The luncheon was followed by a visit to the municipal buildings. They are worthy of a goodly city. The council chamber is hung with portraits of the fathers of the colony. The large hall is of handsome proportions and furnished with a fine organ, which was magnificently played by Professor Ives, of the University.

The visit to the Town Hall was followed by an address to the Chamber of Commerce. The proceedings were reported in the 'Evening Journal' of June 2 :—

Address to
the Cham-
ber of
Commerce

'The hall of the Chamber of Commerce was crowded on Wednesday afternoon, it having been announced that Lord Brassey would deliver an address. The audience included most of the

prominent merchants of the city, and others interested in commerce, and Dr. Kennion, the Anglican Bishop of Adelaide. Mr. A. W. Meeks presided.

‘Lord Brassey, who was received with cheers, said :—Your Chairman did not give me any information as to the kind of subject which I should address you on, but I presumed that as I would have to meet the Chamber of Commerce it was possible that you would be most interested in the labour question.

CHINESE OR COOLIE LABOUR

‘The policy to be pursued by the Government of this colony in relation to the admission of Chinese or coolie labour into the Northern Territory is, I understand, among the pressing subjects of the hour. Approaching the subject without prejudice or bias, it does not seem difficult to determine the principles by which the action of the State should be guided. If we have faith in the superior qualities of our own people we shall do well, even at the cost of considerable delay in material development, to reserve for our own race those parts of the country in which they can succeed, in which they can not only labour, but preserve and perpetuate from generation to generation the qualities which have made them great. While the policy seems clear in relation to regions adapted to the physical qualities of our own race, it seems not less clear for the regions beyond. To

The labour
question

refuse the aid of the tropical populations for opening up the resources of countries where the Anglo-Saxon race cannot perform manual labour, and still less establish a permanent settlement, is not to advance, but seriously to injure the true interest of this colony. By opening up portions of your northern territory with imported labour, a new outlet will be afforded for the investment of your capital and a new market created under your own control for the sale of your manufactures.

THE RELATIONS OF LABOUR AND CAPITAL

Labour and
capital

‘ I pass to another subject which must be dealt with, not by legislation, but by mutual good feeling and by common sense. Wherever business is carried on upon a large scale, difficulties must in the nature of things be anticipated in the relations between labour and capital. Each of these elements in the operations of industry may be helpless without the other, but when we pass from the stage of production to the appropriation of profits the conflict of interests is inevitable. Strengthened by the experience in the old country, I would earnestly recommend for all your larger trades voluntary Courts of Arbitration and Conciliation. If we go back to that dark time in England which followed the close of the long struggle with Napoleon, the hostility of classes was seen in all employments, and in none was it more conspicuous than in the collieries. A happy

Courts of
Arbitration

change has passed over the spirit of the scene. Nowhere has the method of arbitration been more successful than in Durham and Northumberland. A scale of wages for miners has been agreed upon, varying with the price of coal, and arbitrators have been found to apply the scale to the conditions of the time, in whose justice employers and employed have implicit confidence. Among these valuable men Mr. David Dale is an eminent example. He and other men of his high stamp and quality—men such as Rupert Kettle, Mundella, and Frederic Harrison—occupy a truly noble position in relation to labour questions. They have won the confidence of the masses, not by truckling to prejudices, not by disavowing the sound and well-tried rules of political economy, but by listening and by explaining with unwearied patience, by showing a sincere sympathy with the working classes, and by taking a deep interest in their welfare. The mention of these distinguished names leads me to the adjustment of difficulties by Courts of Conciliation. They may be described as committees consisting of equal numbers of employers and workmen, appointed to meet at frequent intervals, and to discuss in a friendly open way, and on terms of perfect equality, all the questions in which there is a possibility of a conflict. The practicability of the plan has been proved by experience. It is impossible to exaggerate its good effects. By frequent and friendly meetings knowledge is acquired on both sides

Courts of
Concilia-
tion

which could be gained in no other way, and suspicion is changed to sympathy. I hope that no bad influences of false pride on one side, or of unmerited distrust on the other, will deter the employers and the employed of South Australia from rapidly bringing into operation the excellent method of averting disputes which Courts of Conciliation both in England and on the Continent of Europe have never failed to provide.

FREE TRADE AND PROTECTION

Difficulty
of the
question

'Free trade and protection are topics which wide-spread depression has thrust into prominence of late. The present Government in England, in deference to the demands of Protectionists, appointed a Royal Commission. Its members were the representatives of conflicting views, and after an exhaustive inquiry they separated without changing the opinions with which they entered upon their labours. We may draw the inference that the subject is not quite so simple as the most earnest partisans in the controversy would wish us to believe. For the United Kingdom I am a convinced Freetrader. I admit that the old country, where half the population subsists on imported food, which must be paid for in exported goods, is not on all fours with a colony capable of producing in abundance all the necessities of life for a population infinitely more numerous than at present exists within its borders. But

while the conditions are different, the fact remains that under a protective system customers are precluded from buying in the cheapest market, agriculture is heavily charged for the benefit of a less important interest, and labour artificially diverted from those spheres of industry in which it might be employed to the greatest advantage. Certain it is that cycles of commercial depression would not be averted, but rather prolonged and aggravated by a policy of protection. Impressed with the weight of evidence on this point, the recent Royal Commission of Trade declined to recommend protection as a panacea for commercial depression in the United Kingdom, and I hesitate to recommend it to the Chamber of Commerce in Adelaide. While, however, I would deprecate the imposition of burdensome import duties for the purposes of protection, I fully recognise that moderate import duties are necessary as a means of raising revenue. The first duty of every Finance Minister is to obtain an income for the State by the methods which are the least irksome to the taxpayers. In new countries, not exporters of manufactured goods, import duties are universally found to be the least irksome form of taxation. If under a moderate tariff industries are established earlier than would be possible without some protection, the incidental advantage is secured of varied employment for the people. Were all to depend on the same pursuit or the same industry, an unfavourable season or a fall in price may cause a

Advantages of free trade

Necessity of import duties for revenue

general depression. There is less risk of universal melancholy and decline when the public wealth is derived from various and independent sources. My conclusion is against import duties on a high scale, levied, as in the United States, for the purpose of exclusion. I recognise the necessity in certain circumstances for the imposition of import duties on a moderate scale for the purposes of revenue.

EDUCATION

‘I have one more remark to offer in connection with the labour question. Among the many gratifying things which I have seen in your colony, nothing has exceeded your system of education. I congratulate your people, and I honour your Government for their efforts in the cause. It may not, however, be superfluous to refer to that tendency to look disparagingly on manual labour, which is so frequent and fatal a result of the very perfection of educational work. Education may become a curse rather than a boon if it relaxes that physical energy which in all communities, and especially in a new country, is the indispensable condition of progress. It has been truly said by the poet Browning:—

Recogni-
tion of
manual
labour

The honest earnest man must stand and work,
The woman also—otherwise she drops
At once below the dignity of man,
Accepting serfdom.
I count that Heaven itself is only work
To a surer issue.

Society must take to itself the responsibility for the preference given to clerical over mechanical employments. We have not done our duty in giving to our skilled workmen that social recognition which is their due. But I am happy to say that in the old country we are decidedly in the way of amendment. The return of working men in greater numbers to the House of Commons has been productive of much good in a social point of view.

CONCLUSION

‘In conclusion, it may not be inappropriate to the occasion to dwell for a few moments on the influences of honest trade in raising the standard of civilisation and elevating the character of men. The prosperity of commerce depends on intelligence, on industry, but above all on character. Cleverness may sometimes win a stroke. There have been financiers in the city of London whose career might have been painted in the language applied by Earl Russell to Mirabeau—“His mind raised him to the skies; his moral character chained him to the earth.” I can quote no instance in which men of this stamp have achieved an enduring success. It is not the men whose craft and cunning people fear, but the men in whom they trust and whom they love who in the end succeed. It is the office of commerce to give to the world perpetual illustrations of the homely

Influence
of honesty
in com-
merce

but ennobling truth that honesty is the best policy. Commerce puts before those engaged in it many temptations. The good man of business must rise superior to them all, and thus it is that in his life and work he can do so much to communicate advantages, to advance material welfare, and to raise the tone of morals. Such, and not less, is the mission of the merchant and the trader. For myself, I am proud to know that I am the son of a contractor for public works, whose good reputation was the best part of the heritage which descended to his sons.

Mr.
Phillips

‘Mr. W. H. Phillips, in moving a vote of thanks to Lord Brassey for his able address, said that in a small community like this there was always a diversity of opinion in respect to questions of great moment, and it was a great advantage to them to have a gentleman of such wide experience and great knowledge as Lord Brassey to give them the benefit of his views on such matters.

Mr.
Murray

‘The Chief Secretary (Hon. D. Murray, M.L.C.) seconded the motion. He was sure that if Lord Brassey had been able to give them the time to express his views on how the products of the different parts of the world were likely to benefit the commerce of the colonies, they would have listened to him with pleasure, and derived great benefit from his remarks.’

My visit to the Chamber of Commerce was followed by an interview with the representatives

of the Federated Seamen's Union, who came on board the 'Sunbeam' in the evening.

June 2.—Attended the opening of the session of the South Australian Parliament. The ceremony was conducted with dignity. On a small scale all the features of similar proceedings at home were reproduced. The official and military array included the Governor and his A.D.C., in full dress, a mounted escort of Yeomanry, in uniform resembling our Dragoons, a guard of honour at the entrance to the legislative chambers, with a band playing 'God save the Queen,' and the officers of the two houses in their professional robes.

Opening of
South
Australian
Parliament

In the afternoon I returned to the 'Sunbeam,' and settled down for the passage to Melbourne.

Before bidding farewell to South Australia, a few particulars of a general character may be added. The proclamation of the Province took place on December 28, 1836, on a spot near Glenelg, where the event is recorded by an inscription on an unadorned wooden tablet. South Australia has a population of some 314,000, a public debt of 20,000,000*l.*, and a revenue of 2,309,000*l.* The imports and exports approximately figure at five and a half millions each. To the territory originally assigned, a great addition was made in 1863, by extending the boundary to the northern coast line. The total area is 578,000,000 acres, of which 11,000,000 acres have been alienated. The addition of the Northern Territory has thrown a heavy

Extent of
South
Australia

Effect of
adding
Northern
Territory

task on the Government. It has increased expenditure, with no immediate prospect of return. It has created for the colony the ambition to connect their northern shores with Adelaide by a railway which will cost 11,000,000*l*. It has raised questions as to admission of Chinese labour and other important points which are not easy of solution for the working population, with whom, as electors, the decision rests, and who have slender means of gaining information on the requirements of a country two thousand miles away.

Fertility of
north and
south

The most settled parts of the country are the plain interposed between the sea and the Mount Lofty range, and the wide plains which border on the waters of the River Murray. The central portion of the colony is an arid district. To the north, as I was assured by Mr. Lindsay, the enterprising explorer, the rainfall is abundant and the soil fertile.

Depression
due to
drought

In recent years the colony has passed through a severe depression. Wheat, its staple product, has fallen in value, and the deficiency in the rainfall has seriously diminished the quantity raised. The wheat of South Australia is excellent in quality, but the yield per acre may be taken at seven bushels, as compared with eleven for India, while the cost of cultivation in the latter country is considerably less than in Australia. Wool has improved in price, but the flocks have suffered seriously from the prolonged drought. Copper, formerly a valuable mineral resource of South

Australia, has fallen so much in value that it no longer pays to work the mines. The prospects are now improving. The rainfall this winter has been abundant. A new goldfield has been opened at Teetulpa, and at the Broken Hill mine and its vicinity whole mountains of silver ore have been discovered.

Improved prospects

The city of Adelaide is admirably situated on the banks of the River Torrens. The beauties of its scenery have been already described. By the river side a fine park has been formed, dividing North Adelaide from South Adelaide, and on the outskirts of the city a wide belt has also been reserved, thus completely surrounding it with a space which will be converted by the gradual expenditure of money into a beautiful park. The main streets are broad and handsome. They are laid out rectangularly. Several fine squares have been formed in the heart of the city. On the East Park Lands is a race-course, and in the North Park Lands a fine cricket ground has been formed.

City of Adelaide

A system of railways, of which 1,063 miles are completed and 718 miles are in construction, has been created by the Government at an expenditure, met by loans, of 7,295,102*l*.

Railways

Education has been provided by the State with a lavish hand. We visited an infant school at Adelaide. Buildings, teachers, and children bore the evidence of successful effort, and of the wise generosity of the Government in laying the sure

Education

Generosity
of Govern-
ment and
individuals

foundations of an advanced civilisation. The public spirit of which so many examples are exhibited by prosperous colonists has been eminently marked in connection with education. Gifts to Adelaide University of 20,000*l.* from Sir Walter Hughes, of 20,000*l.*, and again of 10,000*l.* from Sir Thomas Elder, and of 6,000*l.* from J. H. Angus, attest the munificence of individual colonists and their liberality for public objects. The same enlightened spirit is shown in matters relating to the material development of the colony. The introduction of the vine and the olive, and the diffusion of a knowledge of the art of preparing wine and oil have been mainly due to the enterprise and the intelligent observation of men like Mr. Hardy and Sir Samuel Davenport. The breeding of horses has been similarly advanced by Sir Thomas Elder.

Cottages

In walking through the smaller streets and the outskirts of Adelaide, it was pleasing to see the long rows of tidy cottages built of wood, one-storied and each surrounded by its little patch of garden. These dwellings are generally the property of the ordinary labourers and artisans. How different their lot from that of the crowded denizens of our great cities!

Defences of
South
Australia

The defence of South Australia has not been neglected. The military forces comprise—

	Officers	Men
Permanent Artillery	2	45
Militia—		
Cavalry	6	60

VI.—KING GEORGE'S SOUND TO ADELAIDE 33

	Officers	Men
Field Artillery	6	75
Garrison Artillery	6	120
Infantry	40	630
Medical Corps	6	15
Militia Reserve	6	120

The permanent defences comprise :—

Volunteers—

Mounted Infantry	8	120
Infantry	75	1,200

Fort Glanville : Two 20-ton 10-in. R.M.L. guns

Two 64-pr. R.M.L. guns

Fort Largs : Two 12-ton 9-in. R.M.L. guns

Two 80-pr. R.M.L. guns

The forts were built under the advice of Sir William Jervois. Another battery is proposed near Glenelg.

An inspection of the 'Protector' was the last incident of my visit to Adelaide. The 'Protector' is a gunboat, built by Sir William Armstrong & Company, powerful for harbour defence, and capable of cruising. The armament includes one 8-inch and four 6-inch B.L. guns, with four quick firing guns.

The 'Protector'

VII.—ADELAIDE TO MELBOURNE

June 2.—The wind blowing strong from the north-west we proceeded down the gulf under reefed canvas. In the afternoon the wind shifted to the south-west, increasing to a fresh gale with heavy squalls. We determined not to proceed to sea under such unfavourable conditions. The

Lay-to sails were closely reefed, and we lay-to for the night under the shelter of Kangaroo Island.

Proceed *June 3.*—The weather improved rapidly after midnight. At daylight all plain sail was set. At nine we cleared Backstairs Passage, the eastern approach from the ocean to the harbour of Adelaide. On reaching the open water, the weather rapidly changed. In the afternoon we

Experience a south-west gale were overtaken by a gale from the south-west. We kept too far out to sea to make any prominent landmarks, but we were fortunate in being able to fix the ship's position by observations. Without this check on the dead reckoning we should scarcely have ventured to run before the gale towards the dangerous reefs and outlying rocks at the western entrance to Bass's Straits. The gale continued with unabated violence through the night of the 3rd and through the following day. At sunset on June 4 we were overtaken by a furious squall. At 11 P.M., running at the rate of eleven knots, we obtained soundings with Sir William Thomson's invaluable instrument at a depth of sixty fathoms. At midnight we made the light on Cape Otway, and when our exact distance was obtained by bearings, we found that, strong as the wind had been from the westward, we had experienced no current setting to the eastward.

Make Cape Otway

After rounding Cape Otway, the wind drew round to the north-west, and blew with increasing force. Steering for Port Phillip we were under a

weather shore, protected from the heavy seas which were sweeping the southern coast of Australia.

At 9 A.M. on the 6th we took a pilot on board. With a favourable gale and a flood tide, running at seven knots an hour, we dashed swiftly between the heads into the smooth waters of Port Phillip. The long line of sandy beach, and the cliffs and hummocks on which are erected the lighthouses and signal station, presented a wild and weird scene on this stormy morning. While running for Hobson's Bay we did the distance of twenty-two miles from the Pile Light to Williamstown in one hour and forty minutes.

Enter Port
Phillip

ANALYSIS OF LOG
Adelaide to Melbourne

Analysis of
log

DATE	DISTANCE		POSITION AT NOON	
	Sail	Steam	Latitude	Longitude
1887				
June 2	5	14	Sailed from Adelaide	
" 3	103	—	36° 6 S.	138° 23 E.
" 4	200	—	38° 47 S.	140° 55 E.
" 5	225	—	38° 8 S.	144° 48 E.
" 6	29	—	Arrived at Melbourne	

June 7.—Accompanied Sir Henry Loch to the opening of Parliament. The ceremony was conducted with becoming dignity. In the evening attended a banquet, an account of which I give as reported in the Melbourne 'Daily Telegraph':—

Melbourne

Attend a
Jubilee
banquet

'To celebrate the Jubilee of Her Majesty

Queen Victoria, the members of the Public Service of Victoria decided to hold a banquet. This they did in the Athenæum Hall last night, when a most brilliant assemblage gathered to do honour to Her Most Gracious Majesty the Queen, on the occasion of her attaining the fiftieth year of her reign. There were present Mr. R. L. J. Ellery (president of the Public Service Association) in the chair, his Excellency the Governor, Lord Brassey, Mr. Anderson (Deputy-Master of the Mint), Dr. Brownless (Chancellor of the University), Mr. T. J. Connolly (president of the Australian Natives' Association), and many others. The toast of the Queen and of His Excellency the Governor having been proposed and warmly received,

Speech of
Sir Henry
Loch

‘ Sir Henry Loch, who was received with loud and prolonged cheering, said :—I feel deeply touched and sensible of the very kind and cordial reception with which the toast of my health has been received ; and I have very great pleasure in being here this evening to meet so many members of the Civil Service of Victoria. When I say the Civil Service of Victoria I connect it in my mind, and not only in mind but in fact, with the Civil Service at home, with the Civil Service throughout the vast empire over which our good Queen reigns. For we all are civil servants of the Queen—and I think Englishmen ought to be proud of the high reputation which the Civil Service of the empire holds in the estimation of all the nations in

the world. There are many here who will endorse my opinion that that Service is the backbone of the country. It enables the work of the country to be carried out. It ensures two essentials—it enables the fullest information to be supplied to the Government of the day with regard to the various important departments to which they belong; and ensures a certain continuity in the general prosperity of the internal government of the country, which is an essential for its happiness and prosperity. We have amongst us to-night a gentleman of eminence (Lord Brassey), who has come to visit this and other colonies, coming with a strong desire, as I have every reason to believe, to cement the feelings of attachment which bind the mother country and the colony together, and I am sure he will receive a cordial welcome at your hands.

Work of
the Civil
Service

‘Lord Brassey said that before he proceeded to say a few words for the purpose of recommending the important toast of “The Public Service,” perhaps they would allow him, as coming from the old country, to say what deep gratification he felt in witnessing the warm manifestations of loyalty which were to be seen in the Jubilee in this colony on every side. The sentiment of loyalty to the throne, and to the gracious lady who for fifty years and through many vicissitudes had filled the throne so well, was one of the many links which bound together the widely scattered but, he hoped, deeply and strongly united members of

Speech of
Lord
Brassey

the British empire. He continued :—I might well have shrunk from undertaking to propose an important toast this evening. I did not do so, because I desire to omit no opportunity of testifying to the deep interest which every thoughtful Englishman, which every Englishman who has shared any degree in the responsibilities of government, must feel in the welfare of the colonies. In the moral and material progress of this great and growing colony, the Civil Service, it is needless to say, must play a great part. The sense of honour, the devotion to duty, the efficiency of the Civil Service, is of supreme importance in a country governed by ministers dependent on parliamentary majorities.

Parliamentary government

The voice of the people, to which even Parliaments must bow, does not always speak in the same accents. It does not always approve the same policy. It does not always choose the same men. Having at its disposal many candidates for employment, the people do not unwisely make choice of different men for different occasions. The result of a parliamentary system is that ministers are fortune's varying favourites. The tenure of office is short. Great departments are being constantly entrusted to men who, however capable of indicating principles and a line of policy, must depend for execution and administration on the permanent staff of their department. Far be it from me to speak slightly of parliamentary officials. On the contrary, I hope that parliamentary office may be more and more the ambition

Permanent staff of departments

of the best men in the colonies, as it is at home. Far be it from me to speak slightly of the invigorating influences from without which are exercised by the Press and by public opinion. But my duty on the present occasion is to speak of the Civil Service. And speaking in Victoria from my experiences at home, I desire to pay my hearty tribute to the eminent abilities which here, I am sure, not less than at home, are often employed in the public service, for a slender reward in money, and with little stimulus from the hope of personal fame. The minister stands conspicuous. All his deeds are chronicled. When all goes well he receives perhaps more praise than he deserves, and when the tide turns against him he receives unmerited blame. In my service at the Admiralty I had experience of both. The Civil Service is not stimulated by the same hopes or the same fears, and the fact that such excellent work is done, by men whose duties are often monotonous and obscure, is a claim on the gratitude of the public. I am aware that your chairman to-night is at the head of a great scientific institution not connected with the general administration of the Civil Service. His presence in the chair is another proof of the wide extent of the duties which in every department must be undertaken by the government of a civilised country. As a country advances it demands not less but more from its government. Education in elementary subjects expands to literature, to art, to science. I am

A tribute
to the
Civil
Service

glad that one noble branch of science, one to which we navigators are above all men indebted, has been entrusted in this colony to an eminent man, whom it is a great pleasure to me to have the opportunity of connecting with this toast.'

On June 9 I went to Geelong in the 'Sunbeam' to meet Lady Brassey. The distance—nearly forty miles—will give some idea of the wide extent of Port Phillip Harbour. From Geelong the journey to Ballarat is accomplished by railway in less than two hours.

Visit
Ballarat

Ballarat is the second city in Victoria, and is in the centre of the richest gold-mining district in the world. It has a population of more than 30,000. Its public buildings, counting-houses, shops, and streets are the external indications of a high degree of prosperity. The park, recently formed round a natural lake of considerable extent, affords a charming place of recreation.

Gold mines
in Victoria

The yield of gold since its first discovery in Australia is estimated at 300,000,000*l*. Of this total Victoria has contributed seven-tenths. The present output is from 700,000 to 800,000 ounces per annum. Gold is obtained from alluvium and from quartz rock. The alluvial workings on the surface were soon exhausted. Those now worked are the beds of ancient rivers, and can only be reached by the ordinary methods of mining. We visited the Midas, one of these alluvial mines. The operations are carried on under the supervision of

a lady, who has provided most of the capital, and a large share of the technical skill required. The results under this novel system of administration give satisfactory promise.

On our return from Ballarat we remained a day at Geelong. It is a town of 10,000 inhabitants, well situated at the head of the western arm of Port Phillip Bay. The distant views are extremely fine. The town has streets and buildings far beyond what we should find in a European city of the same size. The Botanical Gardens are on the scale of a park ; the fern houses are a great feature. The Mayor and the municipality are proud of their town and its people. They assured me that the education, both of mind and body, in Geelong has produced results not rivalled in Australasia. In every town of the colonies the best preacher, the best lawyer, the best doctor, the most thriving merchant, the best cricketers and football players, with rare exceptions, hail from Geelong.

We made another excursion from Melbourne on June 14, to attend the opening of the railway connecting the district of Mount Gambier, in South Australia, with the direct line from Adelaide to Melbourne. We travelled to Wolseley by the ordinary train, the journey occupying from 4 P.M. on June 14 until an early hour on the following morning. At Wolseley we waited several hours for the special train from Adelaide, bringing Sir William Robinson and the members of the Government who were to assist at the opening.

The town The delay afforded an opportunity for a walk round the place. It is a scattered hamlet—a colonial city in its first stage, with all the institutions of the future represented in miniature and in the rough. A church, a school, an institute, a post-office, already exist. The present buildings are wooden sheds of scanty proportions. In less than a generation they will be replaced by imposing structures in stone. The roads and streets, which are now traced only on ambitious plans, will rapidly be formed. The dwelling-houses of Wolseley are of the corrugated iron so extensively used in Australian building, combined with other materials of a still more temporary character. Canvas in many instances supplies a shelter, until the selector can afford to build in wood or iron.

Pioneers of colonisation The pioneers of colonial development have need of hardihood and energy. They must scorn delights and live laborious days. They must not succumb to the heats of an Australian summer. They must live frugally and temperately.

Advantages of the colonist If the pioneer of civilisation in unsettled countries leads a life which is rude and laborious, he has his consolations. He commands in abundance food, clothing, and all the primary necessities of life. He has cheap and good education for his children. He has the glorious sense of independence. He may have many hazards and reverses—loss of stock, failure of crops, and all the thousand ills of an agricultural career; but in the long run some measure of prosperity is assured

to men who will work hard, and resist the temptations incidental to a rude existence.

Our friends from Adelaide arrived at three in the afternoon, and after travelling some sixty miles in their pleasant company, through an almost uninhabited country, we reached Mount Gambier at a late hour in the evening. The village children were assembled at every station through which we passed. The National Anthem was lustily sung, and in the darkness of the night Sir William Robinson made well timed speeches to an invisible auditory.

Go on to
Mount
Gambier

June 15.—Mount Gambier is a pleasing town of 5,000 inhabitants, in the centre of a district of rich volcanic soil, thrown up over a sandstone formation by the eruptions of a former period, when the surrounding mountains were active volcanoes. The two principal craters are now filled with lakes of great depth, appropriately named, from their beautiful colouring, the Blue Lake and the Green Lake. The scene recalled the charming passage by W. D. Howells :—‘ A delicious freshness breathed from the lake, which, lying so smooth, faded into the sky at last, with no line between sharper than that which divides drowsing from dreaming. The colour was a delicate blue, without the depth of the sea blue, but infinitely softer and lovelier ’ (*Their Wedding Journey*).

The town

Mount Gambier and its neighbouring summits have been laid out as a public park. The walks round the ancient craters command beautiful views.

The neigh-
bourhood

On the one hand are the lakes, lying still and smooth in the deep hollows, where in a former age the most fearful forces of nature were at work. Looking outwards from the craters a vast and fertile plain expands on all sides, bounded by the ocean on the south, and by distant chains of hills on the north. Here and there the plain is studded with other cones, as distinctly defined as those of Mount Gambier, but on a smaller scale.

Opening of the railway I will not enter in detail upon all the incidents of the opening of the railway. We were greeted by the school-children with a stirring rendering of the National Anthem. The Governor made an appropriate speech. We travelled a short distance on the line. We were banqueted in the evening. I replied for the visitors and preached federation.

A run with the drags In the interval between the opening of the railway and the banquet, we went out to see a run with the Mount Gambia drags. The timber fencing would be thought desperate riding in an ordinary English hunting-field. The doubles in and out of a road are decidedly formidable. My son was mounted on an animal of high reputation, and, *more suo*, rode hard.

June 17.—Visited the Wesleyan Chapel at Mount Gambier. The minister described the excellent organisation which enables him to give effective spiritual supervision over a wide district. In the afternoon travelled by special train to Naracoote. Had some interesting conversation on the land question. From the railway traffic point

of view monopolies in land were severely criticised. Where tracts of 100,000 or 200,000 acres are in the hands of a single proprietor, the district does not progress as in cases where the land is subdivided into smaller holdings. The large proprietor concentrates his energies on sheep. The owner of a small tract finds it pay to give a larger proportion of his land to arable cultivation. Subdivision of land encourages population. Monopoly in land has the contrary effect. If the increase of numbers, under good conditions as to standard of living, be one of the aims of government, it follows that concentration of ownership and occupation is contrary to public policy. The objection disappears where satisfactory arrangements are made for letting the land on liberal terms. In this case the large proprietor is a provider of capital, for which he receives interest in the form of rent, at a lower rate than a labourer, with slender security to offer, would be compelled to pay if he were the borrower of money instead of the hirer of land.

Land
question

Objection
to large
holdings

I cannot pass from our visit to Mount Gambia without recording our grateful appreciation of the many kindnesses received from all classes: the large proprietors, the contractors for the railway, the engineers employed by the Government, old members of my father's staff, the Mayor, and above all the ladies of the district. It was most pleasant to see once more the Governor of South Australia and our old friends from Adelaide. We returned to Melbourne on June 18.

Return to
Melbourne

By invitation of Captain Fullerton, I inspected the naval establishments at Hobson's Bay, both ashore and afloat. I take the following description of the Naval Brigade at Victoria from a pamphlet by Captain Brodrick Thomas, R.N., the naval commandant :—

The
Victorian
Naval
Brigade
force in
1888

'In 1883 the Victorian Navy consisted of the "Cerberus," armour-clad turret-ship, armed with four 18-ton M.L.R. guns, and the "Nelson," wooden steam frigate, carrying twenty 64-pounder M.L.R., two 7-inch 68-pounder M.L.R., and eight 32-pounder smooth-bore guns. These ships were manned by a permanent force of 122 officers and men, and a Naval Reserve, since called the Naval Brigade, consisting of 200 officers and men.

Additions
in 1884

'In June, 1884, the gunboats "Victoria" and "Albert," and the first-class torpedo-boat "Childers," arrived in Victoria. These gunboats were built by Sir William Armstrong & Co., and armed with R.B.L. guns and machine guns of the latest description. The "Childers" was built by Messrs. Thornycroft, and fitted to fire 15-inch Whitehead torpedoes from bow-tubes or air-guns.

'In March, 1884, the "Batman" and "Fawcner," two steam hopper barges, intended to carry silt from the dredges in Hobson's Bay to sea, arrived. These vessels have been specially strengthened whilst building to enable them to carry a gun forward. A 64-pounder was mounted on each on their arrival, but these have since been replaced

by 6-inch R.B.L. Armstrong guns, and they have also been supplied with machine-guns. Steel plating, three inches thick, has been placed on these vessels' sides, opposite the engines and boilers, and accommodation has been fitted for officers and men, and shell-rooms and magazines built.

'In November, 1885, the "Gannet," a power-
ful 12-knot steam-tug, arrived, and has been armed
and fitted in the same manner as the "Batman"
and "Fawkner." These three vessels belong to
the Harbour Trust, the Government having the
use of them for the periodical drills afloat and in
case of war.

'Gannet'

'In July, 1884, the "Nepean" and "Lonsdale,"
second-class torpedo-boats, were brought out. They
are each fitted to fire two 14-inch Whitehead tor-
pedoes by steam impulse.

Torpedo-
boats

'In March, 1886, the "Gordon," 14-knot turn-
about torpedo-boat, arrived, fitted with dropping
gear and Nordenfelt gun, and with shield for pro-
tection of the crew.

'In July, 1886, a 12-knot screw steamer, the
"Lady Loch," was launched in the Saltwater
River. She was built for the Customs Depart-
ment, and will be equipped with the same arma-
ment as the Harbour Trust vessels.

The 'Lady
Loch'

'Of six 6-inch R.B.L. guns which were ordered
for naval purposes, four have thus been distributed
among the Harbour Trust and Customs vessels,
and it is intended to place another in the stern of

Breech-
loading
guns

the "Victoria"; the sixth is at present temporarily mounted in one of the forts.

Council of
Defence

'A Council of Defence, consisting of the Minister of Defence, the Naval and Military Commandants, the Captain of the Naval Brigade, the Senior Commanding Officer of Artillery of the Metropolitan District, and the Senior Commanding Officer of Infantry of the Metropolitan District, had been appointed with power to reorganise the defences, and shortly after the arrival of the gunboats the reorganisation of the naval forces commenced.

Strength of
force

'The strength of the permanent force has been increased to 205 officers and men, and that of the Naval Brigade fixed at 305.

Ratings

'The ratings of training seamen and naval apprentices have been established, and by this means the places of men retired for age, or discharged as unfit, have been filled up. The ratings of gunnery and torpedo instructor, and of torpedo man and seaman gunner, have been established, and twelve instructors and thirty-six torpedo men and seamen gunners have been rated, after having passed through the same course as is laid down for instructors &c. in the Imperial Navy.

Torpedo
store

'A torpedo store has been erected at Williamstown, and an air-compressing engine and boiler placed in position. A site for a similar store has been selected in the neighbourhood of the Heads, and the air-compressing engine for it had just been received from England. Large stores and boat

sheds have been built at Williamstown for naval purposes, and torpedo slips and sheds for the torpedo-boats are in course of construction.

‘Drills of every description have been regularly and constantly carried out in all the ships, and special attention has been paid to practical torpedo work, the torpedo classes, under Lieutenant Hutchinson, having fired 223 shots with White-head torpedoes at a target, between July, 1885, and July, 1886.

Drills and
torpedo
instruction

‘A considerable number of men have been trained as signalmen in the different descriptions of signalling by day and night. Fleet manoeuvres have been carried out to a certain extent, in order to accustom officers to handle their ships, and to give them confidence. All the ports in Victoria, from Portland to Western Port, have been visited, some of the vessels being entirely officered and manned by the Naval Brigade.

Manœuvres and
tactics

‘The officers of the Naval Brigade have served in the mercantile marine, and the captain and all the lieutenants hold masters’ certificates, besides in most cases being qualified pilots for the ports of Victoria. These officers are always available for service, as they now occupy positions in the Harbour Trust, or other local departments, the captain of the Naval Brigade being the chief harbour-master. The petty officers and men are recruited from the seafaring population of the port, many of them having served in the Imperial Navy, and a considerable number have also served

Officers
and men

in the Victorian Navy, and joined the brigade on being discharged from that service.

Ordinary
employ-
ment

‘The majority of the brigade are employed in the tug-boats, dredges, and other vessels belonging to the Harbour Trust, whilst others are employed as lumpers on the wharves, and the remainder in miscellaneous occupations. Physically they are a very fine body of men, and they are intelligent, and very amenable to discipline.

Co-opera-
tion with
forts

‘During the Easter cruises, the ships and torpedo-boats have been stationed to defend the Heads and the South and West Channels, acting in concert with the forts; and a system of communication between ships and forts has been established, which enables information as to an enemy’s movements, either by land or sea, being conveyed from one to the other between all parts of Port Phillip and the military positions on shore.

Torpedo-
boat
practice

‘Sham engagements between the ships and the forts, and between one portion of the squadron and the other, have been carried out, and the officers of the torpedo-boats have had numerous opportunities of attacking vessels proceeding at a high rate of speed, and of becoming acquainted with the sheltered positions at the entrance to the port, from which they can rush out to attack an advancing foe, or to which they can retire for safety.

Practical
training

‘Manœuvres have taken place by night as well as by day in the narrow channels, and the ingenuity of officers and men has been tested in

resisting the attacks of torpedo-boats, and in placing obstacles to frustrate or hinder the advance of an enemy's ships or boats.

'The time occupied in performing evolutions has been carefully noted, which has created a wholesome rivalry between the different ships, and has added considerably to the smartness and efficiency of the squadron.

'The routine of the Imperial Navy has been carefully followed, both at sea and in harbour, and every endeavour has been made to accustom officers and men to the conditions of active service.'

June 25.—Hospitably entertained at luncheon by the Victoria Yacht Club. In the evening I was the guest of the Melbourne branch of the Imperial Federation League. The proceedings were chronicled in the Melbourne 'Argus' of Monday, June 27.

Dinner of
the Im-
perial
Federation
League

The chair was occupied by Mr. G. D. Carter, M.L.A., president of the Victorian branch. On his right were the guest of the evening, the Premier (Mr. Duncan Gillies), and the Postmaster-General of Queensland (Mr. M'Donald Paterson), and on his left the Mayor of Melbourne (Councillor Cain), the President of the Legislative Council (Sir James MacBain), Mr. Justice Webb, and Mr. Nicholas Fitzgerald, M.L.C. The company included a large number of other prominent citizens, many of them not being members of the League.

Speech of
the Chair-
man, Mr.
Carter

After the healths of 'The Queen and His Excellency the Governor' had been drunk, the Chairman next proposed the toast of 'Imperial Federation,' coupled with the names of Lord and Lady Brassey. On behalf of the Victorian branch of the Imperial Federation League, he thanked Lord Brassey for so cordially accepting their invitation to that banquet. They had no definite views at present on the subject of Imperial federation. The point to which they had got at present was this, that they desired to see the empire united as one inseparable whole. When they remembered that the British Empire occupied about one-seventh of the whole surface, and about one-fourth of the entire population of the earth, they would recognise that it was not an unworthy ambition to desire to belong to such an empire. On behalf of the Victorian branch of the Imperial Federation League, and of the colony generally, he offered a cordial welcome to Lord Brassey, and trusted that he would carry away with him pleasant recollections of his visit to Victoria.

Speech of
Lord
Brassey

Lord Brassey, who was received with hearty applause, said :—' Mr. Chairman and Gentlemen, —As the treasurer of the Imperial Federation League established in London, it affords me the greatest pleasure and gratification to be your guest this evening. Our work in the old country would be of little value unless it were approved and supported by public opinion in these great

and growing colonies. Speaking on behalf of the Imperial Federation League in London, it is proper that I should say that we have no cut-and-dried plans which we are anxious to put forward. We see the great difficulties which we shall have to contend with in arriving at any solution of the question of federation ; but with their growth in population, in wealth, and in resources, we anticipate that we shall see displayed, more and more, a manly and an independent resolve on the part of the colonies, not only to make provision for their own defence, but to share in the responsibility of the defence of the united empire ; and as, with your increased participation in the burdens, you must necessarily receive an increased share in determining the policy of the empire, we see looming in the not far distant future the necessity for some further approach to a settlement of the problem of federation. We do not desire a hasty solution. We should deprecate a hasty solution. We believe that the wisest solution will be of a gradual and piecemeal character, dealing with circumstances as they arise, but for wise action we wish to pave the way by timely and temperate discussion. Gentlemen, the views of the founders of the Imperial Federation League were well put in one of his latest speeches, by a grand statesman of the old country, Mr. W. E. Forster, the first president of the league. The idea of the permanent unity of the realm, the duty of preserving

Difficulties
of federation

The necessity
of a settlement
approaching

Mr. W. E.
Forster on
federation

this union, the blessings which this preservation will confer, the danger and loss and disaster which will follow from disunion, are thoughts which possess the minds of Englishmen both here and over the seas. These thoughts are expressing themselves in deeds; let this expression continue; at present it helps our cause far more effectually than any possible scheme.

The loyalty
of the
colonies

‘I am not one of those who ever doubted the loyalty of the colonies to Old England—and, gentlemen, if any Englishmen were in doubt as to the feeling of the colonies towards the mother country, the events of the past week in this noble city of Melbourne would dispel effectually any uncertainty in that respect. On Tuesday last we saw your militia march past like a wall, to the tune of “The Old Folks at Home.” That homely melody conveyed a touching sentiment to the spectator from the old country. On the following day a ball was given at Government House, an entertainment the splendour of which could hardly have been exceeded in any capital in Europe. That entertainment owed its character not merely to the graceful hospitality of the host and hostess on the occasion, but to the eager desire of those who were present to seize the occasion for showing their attachment to the Queen, in whose honour and in whose name that ball was given. On the following day the hall of your Parliament Buildings, which, by the beauty of their design and the amplitude of their propor-

Attach-
ment to the
Sovereign

tions, express your greatness in the present and anticipate your growth in the future, was dedicated, with a generous spirit of loyalty, to the name of the Queen. On the evening of the same day we attended a concert of colossal proportions, in which on four several and separate occasions the National Anthem was sung, and on each occasion with increasing fervour. On the following day 30,000 children were brought together, trained to utter the sentiments of their parents in that National Anthem which they sang so well. In journeying in some of the remoter parts of this colony, it was touching to hear the same anthem sung at every opportunity by the little children, who are thus early trained in the sentiment of loyalty.

Popularity
of our
National
Anthem

‘If we pass from these momentary incidents of the week to circumstances of a more permanent and perhaps more serious character, what are the conclusions which an intelligent traveller from the old country may draw, with reference to the ties which bind the colonies to the mother country? If he looks at your society and your family life, he finds the same manners, the same habits, the same ways of viewing circumstances and things. Your English tastes are shown in the houses which you build, the clothes which you wear, the food which you eat, and in the goods you buy. The national character of the Anglo-Saxon race is shown as strongly here as in the mother country in your spirited devotion to

Similarity
in life and
habits of
colonists
and the
English

manly sports and pastimes ; and when we think of the other ties that bind us—a common faith, a common literature, the same dear mother tongue—it seems to me that no other conclusion can be drawn by the intelligent traveller than this—that the ties which bind the colonies to the mother country are stronger than those which any legislature or statesmanship could contrive, and that they are inherent in the innermost life of the people. Gentlemen, you may call the union which binds us an empire, you may call it a federation, you may call it an offensive and defensive alliance of the closest kind—you may call it what you will—the name is of subordinate consequence while mutual sympathy and sentiment retain that binding force which, as we have seen in this Jubilee week, you are so generously prepared to acknowledge in your relations with the old country.

Advantages of remaining united

‘ Perhaps I may say a few words on this occasion with reference to the mutual advantages which are afforded by our remaining together as members of a united empire. There was a time when the connection was less valued than it is at present by some of the eminent statesmen of the old country. Since the days of which I speak great changes have taken place. The map of Europe has been reconstructed on the principle of the recognition of nationalities. The Germans have made themselves into a nation ; the Italians have made themselves into a nation. Our tight

little island is small indeed in area, in comparison with the great territories of Continental Europe. It is small in area, but if we and the children from us—these great English-speaking nations which have overspread the world—remain united together, we are the first of the nationalities of Europe. There are indications that the maintenance of the unity of the British Empire may be less difficult than might perhaps in former days have been anticipated. Science has done much to shorten distances: it has given us the electric telegraph, an improved and improving steamship, and railways. As the colonies grow in importance, it must necessarily follow that the Imperial policy will be concentrated more and more upon objects which are common to them and to the mother country. The foreign policy will be directed to the maintenance in security of the communications between the mother country and the colonies, an object of common interest to yourselves and to ourselves. Looking forward to a not very distant time, it is evident that your growth in population and power will be such that you will have a dominant influence in the waters adjacent to your own shores. Your relations with India will become closer and closer. You will be in a position not less strong than that occupied by the mother country, and your interest will be as great as that of the mother country, perhaps, in preventing the hoisting of any flag hostile to your own upon the ports of India. I believe that all the countries that are

Made more
easy by
science

Relations
with India

Trade with
the colonies

Sir John
Macdonald
on the in-
dependence
of Canada

now parts of the British Empire will hold together, because I believe that it will be for their advantage to do so. Looking at it from the point of view of a citizen of the old country, have we not found in the recent movements of commerce a strong illustration of the maxim that trade follows the flag? While other branches of our foreign trade have been languishing, the trade with the colonies has remained flourishing and elastic. And looking at it from your point of view, there are some considerations which are obvious. We lend you our capital on much easier terms than we would ask if you were under a foreign flag, and we hold before you in external relations the shield of a great empire. The advantages of the present arrangement, from a colonial point of view, were happily put a short time ago in a speech by Sir John Macdonald, from which I will ask leave to quote two or three sentences. Speaking at Montreal, he said :—" We want no independence in this country, except the independence that we is at this moment. What country in the world have more independent than we are? We have perfect independence ; we have a Sovereign who allows us to do as we please. We have an Imperial Government that casts on ourselves the responsibilities as well as the privileges of self-government. We may govern ourselves as we please, we may misgovern ourselves as we please. We put a tax on the industries of our fellow subjects in England, Ireland, and Scotland. If

we are attacked, if our shores are assailed, the mighty powers of England on land and sea are used in our defence.'

'There may be some who think that the union of the empire cannot be maintained, because it is difficult to reconcile the impetuosity of youth with the prudence of old age. They think that you may be inclined to make a rush for an object in the impetuosity of youth, and that you will resent the perhaps excessive prudence with which the mother country holds you back. Upon a wise view of it, we find in the characteristic qualities—each quality having, of course, its corresponding defect—of youth and age, one reason more why it may be prudent for you, who are young, to remain in one common bond with the more aged mother country. The father of the philosophy of history, Thucydides, has put into the mouth of Alcibiades a view of this subject which contains a great truth:—'Consider that youth and age have no power unless united; but that the lighter and the more exact and the middle sort of judgment, when duly attempered, are likely to be most efficient.' I hope that that philosophic view of the great Greek writer will be illustrated by the wise policy with which the affairs of the British Empire may be conducted, by the mutual and combined influence of the young colonies and of the dear old mother land.

Union of
youth and
age as
applied
to the
colonies

View of
Thu-
cydides

'I feel grateful to you for having invited me to be your guest on this occasion, and I particularly

Personal
remarks

appreciate the presence of so many eminent men at your table. They have assembled here not to pay a compliment to me as an unworthy individual. They have come here to express the deep interest they feel in the important question upon which the Imperial Federation League is engaged. Gentlemen, I shall go back to Old England deeply touched by the love which I have seen the people of these colonies show to that mother country, that dear Old England, whose greatest pride it is to have been the mother of mighty nations. I cannot sit down without acknowledging on behalf of Lady Brassey the kindness which you have shown in the mention of her name.'

June 27.—The day opened with the proceedings described as under in the 'Argus':—

Visit of
Sailors'
Rest Com-
mittee to
'Sunbeam'

'The ladies' committees of the Sailors' Rest at Port Melbourne and Williamstown were received yesterday forenoon by Lord and Lady Brassey on board their yacht, the "Sunbeam." Opportunity was taken by Mr. Hugh R. Reid to thank Lord and Lady Brassey for the great and practical interest taken by them in the welfare of seamen. Statistics were given showing the large numbers of sailors coming here every year, and a hope was expressed that better and more substantial structures would be provided ere long for the Sailors' Rests of this port. Lord Brassey, in reply to Mr. Reid's remarks, spoke feelingly of the work done at home by Miss Weston in

striving to better the condition of sailors. That lady not only contributed liberally of her means, but also brought a winning influence to bear on the sailors, whose best interests she had so much at heart. Lady Brassey also addressed some observations to the committees, and took the opportunity of advocating the cause of the St. John Ambulance Association, in which she felt a very deep interest.'

Having given a diary of our proceedings at Melbourne from the columns of the local Press, I proceed to make a few observations and to offer some descriptions of a general character.

General
remarks on
Victoria

The Government of Victoria is fortunate in having in their service a statist, Mr. H. H. Hayter, who has bestowed rare industry and ability in the compilation of exhaustive information on the condition of the country. The following facts and figures are taken from a pamphlet he has recently published :—

The population of Victoria may be estimated in round numbers at one million, distributed over an area only slightly inferior to that of Great Britain. The colony is happy in its climate. The temperature compares with that of Bordeaux and Nice, though with far less difference between summer and winter than is experienced in Europe. Upon the average, on four days during the year, the thermometer rises above 100 degrees in the shade, while on three nights it falls below freezing point. The ordinary annual rainfall is 26 inches.

Population
and climate

Productions

The soil of Victoria is favourable for the growth of cereals, the produce of wheat being fourteen bushels to the acre. Vegetables and fruit, both of the temperate and tropical zones, olive trees, hops, mulberry trees, and the tobacco plant grow luxuriantly. The breeding of live stock has attained to great proportions. The flocks of Victoria number eleven million sheep, and the wool is of the finest quality. The production of wine promises well. In 1883-84 the vineyards covered an area of 7,326 acres. The wine produced in the previous season amounted to over 700,000 gallons. Australian wine commands a ready sale in Europe. Great pains have been taken to follow the methods of manufacture as practised in the best wine-growing countries of Europe.

Sheep,
wine, &c.

Railway
system

The settlement of the colony has been greatly accelerated by the policy of retaining the entire system of railways in the hands of the State. A Government may prudently push railways into sparsely inhabited districts, relying on the development of the traffic in the future. Private enterprise must look to immediate profits. The great boon of easy railway communication has been secured at an inconsiderable cost to the State, the net receipts being already nearly sufficient to cover the interest on the loans raised to meet the cost of construction.

Growth of
Melbourne

Agriculture and gold mining are the primary sources of that accumulation of wealth of which Melbourne is the embodiment. Splendid indeed

is the superstructure which has been reared upon these foundations. Scarcely fifty years have elapsed since the first streets of what is now a great city were traced upon the shores of a desolate inlet. Yet Melbourne will already compare with the noblest of our provincial cities. Melbourne has this special advantage over cities of equal population in the old country. It is the seat of a Government for a flourishing and advancing country, whose public wealth is freely spent in the erection of handsome public buildings.

Melbourne is built on hilly ground on both sides of the river Yarra. Its streets are laid out on the rectangular plan, broken here and there by handsome squares and extensive parks. The Botanical Gardens are unrivalled in any city of the New or Old World. They extend over one hundred acres. Their situation, on the south side of the Yarra, in a commanding position above the city, has been most happily chosen. The undulating nature of the ground has offered great opportunities for landscape gardening which have been skilfully used. Shrubs are planted in groups. In each shrubbery the vegetation of a particular locality, as for instance the islands of the Pacific, the Eastern Archipelago, and the several colonies of Australia, is illustrated botanically in the most instructive and effective manner.

The
Botanical
Gardens

Government House stands in grounds adjacent to the Botanical Gardens. As an official residence

House of
governor

the building has been specially adapted for the duties of hospitality. The house overlooks Melbourne, and the formation of the ground lends a peculiar charm to the distant view of the city. The numerous elevations have furnished admirable sites for the public buildings, while the formality of the rectangular plan of its streets is broken by graceful slopes and frequent changes of level. The eye follows with delight the windings of the Yarra through the heart of the town. On its left bank are the dense groves of Studley Park and the green slopes of the Botanical Gardens. On its right bank the streets of Melbourne descend by rapid declivities to its refreshing waters.

Public
buildings

Melbourne is rich in public buildings and public institutions. The Houses of Parliament, in process of construction, contain a central hall of noble proportions, which was dedicated, on the occasion of the Jubilee, to the Queen. The chambers occupied by the two branches of the Legislature, and the library, are handsome and convenient for the discharge of public business. In another fine building accommodation is provided for the public library, picture gallery, and industrial museum. The library contains a fine collection of books, and is thronged with readers. Throughout the colony the example of Melbourne is followed, with as large a measure of liberality as the local resources permit. No less than 229 libraries and institutes are established in the towns and villages. The study of design and of applied science is encouraged

by liberal grants in aid of the numerous schools in the colony.

The Observatory of Melbourne is adjacent to the Botanical Gardens. It has long been in existence, and is maintained in the highest state of efficiency under the able directorate of Major Ellery. The great telescope is one of the finest instruments in the world. Some of the photographs of the moon taken at Melbourne are said to surpass anything yet obtained elsewhere.

The Observ-
vatory

Melbourne has a University located in handsome buildings. The great hall, built by Sir Samuel Wilson, is a noble piece of architecture. A college in connection with the Church of England, and another in connection with the Presbyterian Church, are affiliated to the University. By letters patent, the degrees in any faculty, except divinity, are recognised as fully as those granted in any university of the United Kingdom. The University is well attended. Special attention has been given to the training of students in the medical school.

The
University

A branch of the Royal Mint was established in Melbourne in 1872. Between that date and the end of 1883, 23,176,000 sovereigns had been issued.

The Mint

The Municipal Buildings contain a noble hall, capable of holding 4,000 persons, and furnished with a grand organ. It was here that we had the pleasure of hearing Miss Amy Sherwin, the Tasmanian songstress, in one of her great concerts.

Municipal
Buildings

Among the churches the most remarkable is

Churches the Presbyterian, in the Early English style, built of stone of the finest quality. A cathedral of the Church of England is now being built from the designs of Mr. Butterfield.

Melbourne races Melbourne abounds in the means of amusement. Cricket and football are much played. The grounds are equal to anything in London. The race-course is well situated and well appointed. At the famous Melbourne Cup meeting, early in November, 150,000 persons are usually present. They assemble from every part of Australasia. The number of fatal accidents is the grave objection to racing as carried out at Melbourne. The steeplechase course is too severe.

The suburbs Melbourne is encircled by a group of suburbs, with a united population considerably larger than that of the city proper. These suburbs are much resorted to by the working classes, the greater majority of whom are the owners of the houses they occupy. The payment of rent is particularly repugnant to the working people of all classes in Australia, and especially to the artisans. They generally manage to provide all the accommodation they require entirely on the ground floor. In the rear of the cottages the space is generally sufficient for a small garden. In the front, the ample circulation of air is secured by streets of great breadth. Facilities for the purchase of freeholds are offered to working men by numerous building societies, whose capital is chiefly supplied by the contributions of the working men.

Housing of the working classes

Hobson's Bay is the natural harbour of Melbourne. It affords ample space for the large fleets of merchant-ships, for the most part of heavy draught, which are generally to be found in this busy seaport. Stevedoring and other occupations incidental to the shipping trade have drawn a considerable population to the shores of Hobson's Bay. Williamstown, on the south side of the Bay, and Sandridge, on the north, are connected by railway with Melbourne, the distance from Sandridge as the crow flies being little more than two miles. From the Sandridge shore two piers project, 530 and 730 yards respectively, into 20 feet of water. Vessels of the largest dimensions can lie alongside. The jetties are fitted with numerous steam cranes to facilitate the discharge and loading of cargoes. At Williamstown are several docks and slips. The principal graving dock is capable of receiving the most powerful ironclads despatched to these waters. The dimensions are—length 470 feet, breadth 80 feet, depth 27 feet.

Hobson's Bay.
Shipping,
accommodation for

The river Yarra flows into Hobson's Bay. Its shallow winding channel has been considerably improved by engineering works. Ships of 2,000 tons can ascend the Yarra into the heart of the city of Melbourne.

The Yarra

VIII.—MELBOURNE TO SYDNEY

June 28.—We had intended to sail in the morning, but were detained by a dense fog, which

Leave
Melbourne

did not disperse until daybreak on the 29th. At 9 A.M. the pilot came on board, and we proceeded to sea. We passed through the narrow entrance between Port Phillip Heads under a great press of canvas, with studding sails set alow and aloft, and with a slashing breeze in our favour. At 5 o'clock in the afternoon we bade farewell to the pilot. Proceeding on our voyage with light off-shore breezes, at daylight on the 30th we made the light on Wilson's Promontory, and three hours later we rounded this southernmost point of the Australian continent. The promontory is formed by rugged mountains, 2,000 feet in height, thickly wooded to their summits with the Australian gum tree. We passed between the promontory and Rodonto Island, a conspicuous conical mass of granite, rising to a peak 1,150 feet above the sea, visible in clear weather at thirty miles. An archipelago of islands extends from Rodonto to the north-eastern corner of the Tasmanian coast.

Wilson's
Promon-
tory

Round
Cape Howe

After rounding Wilson's Promontory steam was raised, and we pushed on through a calm which lasted through the night of June 30-July 1, and was followed by a fresh breeze from the N.N.W., with squalls of rain. At sunset on July 1 we rounded Cape Howe. Making good running with fresh, off-shore winds, at dawn on July 2 we passed through the narrow channel between Montague Island and the mainland of New South Wales. As the sun rose a breeze sprang up from the north-west, and at 10.15 A.M. we were under

all plain sail, steering nearly due north, keeping at a distance of about a mile from the shore. It was interesting to be reminded of the early explorations of Captain Cook, in the numerous names given by him, as the first discoverer of this coast, and still retained. Upright Point, the termination of a ridge of hills extending to the westward, was so named from its perpendicular cliffs. To the north of Upright Point the coast is broken by the deep indentation of Bateman's Bay and by groups of picturesque islands. Between Bateman's Bay and Cape St. George the range of mountains which runs parallel to the coast of New South Wales culminates in those remarkable summits Cook's Pigeon House, Table Hill, and Mount Sydney, 2,496 feet in height. This group, in the perfect weather with which we were favoured, presented a scene of great beauty. At the foot of these hills, skirting the shore, are flat, rich, agricultural lands, extending from Cook's Pigeon House to Ulladulla, a melodious name derived from the language of the aborigines of Australia. At sunset we were close in shore off the lighthouse on Cape St. George. A signal-station has been established at this important landfall, which is in telegraphic communication with Sydney. During the night we were favoured with a fresh breeze off the land.

Beauty of
the coast
scenery

Cape St.
George

At daylight on the morning of the 3rd we hove to off the entrance to Port Jackson, and took a pilot on board. As we closed with the land the

The
entrance to
Port
Jackson

coast assumed a most striking aspect. The entrance to Port Jackson is a narrow passage between precipitous sandstone cliffs, stretching to the south in a long and massive wall. The morning sun shone brightly on the face of the rich yellow and brown rocks, and on the masses of white foam from the rollers at their base. With an off-shore wind our pilot ventured boldly in, almost to the edge of the breakers.

Anchor in
Watson's
Bay
Sydney
Harbour

We had hoped to make our entrance into Sydney Harbour under sail, but the wind had died away to a calm, the tide was ebbing, and the pilot recommended steam. With the aid of this convenient source of power, we reached our anchorage in Watson's Bay at an early hour.

I give the usual analysis of our log from Melbourne :—

Analysis of
log

DATE	DISTANCE		POSITION AT NOON		REMARKS
	Sail	Steam	Latitude	Longitude	
1887 June 30	145	—	South 39°3'	East 146°42'	Rounded Wilson's Promontory
July 1	10	143	37°50'	149°31'	Rounded Cape Howe Entered Port Jackson
" 2	8	142	35°35'	150°30'	
" 3	113	7	—	—	
Total	276	292			

Beauty of
Port
Jackson

July 3.—The harbour of Sydney is renowned, and on the propitious day of our arrival the fascination of the scene could be appreciated to the full. The charm of Port Jackson consists in the

wide extent of its land-locked waters, its many picturesque islands, the beautiful indentations of its shores, the imposing position of the city of Sydney and its suburbs, and the rich vegetation, picturesque cottages, and fine country residences, embosomed in trees, which surround the harbour on every side.

As we steamed slowly up the harbour in the afternoon, we were met by the Royal Naval Artillery Volunteers in their boats, and received a hearty welcome. A number of yachts and sailing-boats accompanied us to Farm Cove, where we dropped anchor. The shore was lined by thousands of spectators, who warmly cheered us as we landed.

A warm
welcome

Sydney is protected from attack by sea by batteries on the North and South Heads, and on the principal projecting points inside the harbour. The armaments, supplied from Elswick, include two 25-ton guns, mounted en barbette behind earthen parapets. Both Sydney and Melbourne are easily defended against an enemy unable to effect a landing in force. The entrances to the magnificent harbour, being narrow and of moderate depth, can be secured by torpedoes, and the torpedo defence can be effectively protected by batteries in commanding positions. The spirit and intelligence of the people may be relied upon to make good use of their natural advantages.

Defence of
Sydney

The city of Sydney is built on a peninsula jutting out from the southern shore of Port Jackson, between Darling Harbour on the west, and

Site of the
city

Farm Cove on the east. The north face of the peninsula is indented by Sydney Cove. The circular quay surrounding the cove has a depth of water sufficient to enable the largest ocean steamers to lie close in shore. The French Messageries Maritimes, the Orient Company, and the P. and O. Company are always represented by their finest ships. The man-of-war anchorage at Farm Cove offers a striking contrast to the busy scene of commerce in Sydney Cove, being surrounded by the green slopes and plantations of Government House, the Botanical Gardens, and the park-like domain beyond, extending to Point Macquarie, the eastern horn of the bay.

Government House, a building in the Tudor style, commands a glorious view of the harbour.

Attractive
views of the
harbour

The great attractions of Sydney consist in the views of the harbour from many points in the heart of the city, in the picturesque undulations of the site, and in the open spaces, planted with trees, wisely reserved for air and recreation in the most crowded quarters. The date of the oldest part of Sydney is commemorated in the names Pitt, George, Clarence, and York, by which its principal streets are designated. The street architecture is irregular and unequal. The most imposing façades stand side by side with buildings of meaner character. Rents have been forced up to a fashionable standard, rarely falling below 1,000*l.* a year. Business must be profitable to bear fixed

charges on such a scale. The shops are for the most part excellently supplied.

July 4.—The morning of this day was largely occupied with interviews with representatives of the press. In the course of the afternoon we visited the picture gallery, the Roman Catholic Cathedral, and the Cathedral of the Church of England. The picture gallery is in the Park or Domain. The interior only of the gallery is completed, the exterior having been wisely considered the less important portion of the work. The galleries are spacious and well lighted. The amount provided by private bequests and public contributions for the purchase of works of art has already exceeded 30,000*l*. The collection includes examples of the most eminent men of the modern English school, selected with excellent judgment. These pictures will be a priceless treasure to the people of this colony.

The picture
gallery

The Roman Catholic Cathedral of St. Mary is by an eminent disciple in the school of Pugin. Though only partly completed it affords space for 5,000 worshippers. The building is 350 feet in length, 118 feet wide in the transepts, 75 feet wide in the nave, and 90 feet in height. The interior recalls the best features of the old Gothic cathedrals of Europe. The eastern window, by Hardman, of Birmingham, is a noble specimen of modern glass. The Church of England Cathedral, also in the Gothic style, is a fine building,

Roman
Catholic
Cathedral

but of less ambitious proportions. It stands in the centre of the city.

Sydney
branch of
Royal
Humane
Society

In the evening we attended the annual meeting of the Royal Humane Society in the large exhibition building of Australasia. Originally established in Melbourne, its operations have been extended to the whole of Australasia. The present meeting is the first held out of Melbourne. The primary object is the distribution of awards to all who risk their lives to save their fellow-creatures. A splendid record of deeds of heroism was read by the secretary of the society. The recipients of medals included children of tender age and women, whose bravery and presence of mind fully entitled them to share with men in the distribution of honours.

Number of
Chinamen

July 5.—In walking through the city I observed with surprise, in certain streets, the large number of shops occupied by Chinamen. Looking to the desire so strongly expressed by the masses to retain Australia for the Australians, it is difficult to understand how any business, such as the sale of groceries, or an employment such as market gardening, should have been suffered to fall into the hands of the Chinese.

It was sad to notice in the crowds thronging the streets no inconsiderable number who bore the marks of penury. Believers in the enticing theories of Mr. George would find from the experience of Australians that all the misery in

the world is not removed by the abolition of rents and cheap land.

This afternoon I called on the Commodore of the German training squadron now lying in these waters. The four ships forming the squadron—‘Bismarck,’ ‘Carola,’ ‘Olga,’ and ‘Sophia’—are well adapted to the work in which they are now employed. They have the same good qualities and the same defects that are found in our own ships of the same class. While thoroughly seaworthy, and sailing fairly, the speed attained is not sufficient to give protection to commerce from a Power having at its disposal the fast steamers of great coal endurance, engaged in the subsidised postal services maintained by the Continental Powers.

Visit the
German
training
squadron

Visited the University. It stands on a commanding situation, surrounded by a large space reserved for cricket, football, and pleasure-grounds. The buildings are in the Gothic style of the fifteenth century, from designs by the colonial architects. The great hall is a masterpiece. Its dimensions are—length 135 feet, width 45 feet, height 73 feet. The coloured windows are admirable. The late Mr. Anthony Trollope awarded praise justly merited when he wrote, ‘The College Hall is the finest in the colonies. If I were to say that no college either at Oxford or Cambridge possesses so fine a hall, I might, perhaps, be contradicted. I certainly remember none of which the proportions are so good.’ Colleges are

The
University

Colonial
society

affiliated to the University on the model of those of Oxford and Cambridge.

In the evening Lord and Lady Carrington gave a dinner at Government House, followed by an evening party, at which the guests were entertained with professional recitations and amateur music of unusual excellence. After an extended experience of the kind hospitalities of Government Houses, I am enabled to say that the societies which gather within their walls are essentially identical with the same social order in the old country. Quite a large proportion of the men in easy circumstances have received their education in the public schools and universities at home. Their sisters have enjoyed similar advantages, many having passed their girlhood in Europe.

Darling
Point

July 6.—To Darling Point. The road from the city to this beautiful suburb skirts the southern shore of the harbour. In the character of the houses and their situation it may be compared with the most favoured parts of Torquay or St. Leonards. But Sydney has advantages, to which I have before referred, over our towns on the south coast, in the varied aspects of its noble harbour, the extended space devoted to gardens and pleasure-grounds, and in the richness of the almost tropical vegetation. The sandstone cliffs, the slopes, and the occasional level spaces and natural terraces, have offered opportunities for laying out gardens, which have been used with exquisite taste.

In the evening we were present at the weekly drill of the Sydney Naval Volunteers. The manual and cutlass exercises were done with admirable precision. The Volunteers then marched into the domain or park attached to Government House, and were exercised in the new attack formation. A numerous detachment went through a course of ambulance instruction, carrying their comrades on stretchers, with limbs bound up with bayonets, scabbards, and rifles, in lieu of splints. All this was done in the dim starlight.

Sydney
Naval
Volunteers

July 7.—Sydney, in common with Melbourne, Adelaide, and other Australian cities of less note, has been ambitious in the scale of her Municipal Buildings. The Town Hall already rivals the Mansion House of London, and a hall is now being erected which will exceed in size the largest in Great Britain. By the kind invitation of the Mayor we visited this building this morning. To judge from the unfinished structure, the proportions of the hall have been well considered. It will contain a splendid organ, now being made in England.

Municipal
Buildings

July 8.—A gratifying incident occurred to-day. All the old-Hastingsers now resident in Sydney assembled on board the 'Sunbeam' to present an address of welcome, beautifully illuminated, and adorned with photographs of Sydney. Few among their number could ever expect to see the dear old town again, but they loved it none the less, and they were grateful to us—far beyond our

Address
from old
residents of
Hastings

slender claim—because they believed that we had been in some measure benefactors and well-wishers to their native place.

After the exchange of more formal speeches we had a long and friendly chat with our welcome visitors. We were glad to hear that all were doing fairly well. Mr. Davis, who presented the address, is a member of the House of Commons of New South Wales.

Excursion
to Hawkes-
bury River

July 9.—An excursion to the Hawkesbury River occupied the whole of a pleasant and interesting day. Leaving Sydney at an early hour we journeyed two hours by railway to the banks of the Hawkesbury. The scenery was delightful. Sometimes it had the character of an English park. Sometimes we were journeying through a virgin forest. Here and there, in clearings adjacent to the railway, groves of oranges might be seen richly laden with clusters of golden fruit. At the crossing of the Parramatta we had a fine view of the river, at this point a truly noble stream. In the distance were the Blue Mountains, fully meriting the name suggested to the early colonists by the exquisite tones of colour along the whole line of their far-extending ranges.

Scenery

As we approached the Hawkesbury the river could be seen flowing in the deep ravines below. An excursion on the water occupied the middle hours of the day. We passed through scenery which may be compared to that of the Rhine, without its castles. The Hawkesbury will shortly

be spanned by a bridge of splendid proportions, erected at a cost of 350,000*l.*, which will connect Sydney with the great coal-fields of Newcastle.

The following extracts are taken from a Sydney paper :—

PICNIC TO LORD BRASSEY

A complimentary picnic was tendered to Lord Brassey on Saturday by the public works contractors of New South Wales. The picnic took the form of a trip to the Hawkesbury River, and about 150 gentlemen attended. Amongst those present were the Right Hon. W. B. Dalley, P.C., Sir John Robertson, Sir John Hay (President of the Legislative Council), Sir William Ogg, Sir Edward Strickland, Hon. Julian Salomons, Q.C., M.L.C. (Vice-President of the Executive), Hon. James Inglis (Minister of Public Instruction), Hon. F. Abigail (Minister for Mines), Hon. W. Clarke (Minister of Justice), Mr. Riley, M.P. (Mayor of Sydney), and others.

A picnic
by public
works
contractors

The party left Redfern in a special train shortly after nine o'clock in the morning, and arrived at Peat's Ferry about noon. At the ferry they viewed the work proceeding there in connection with the construction of the new bridge, and then went on board Captain Murray's river-boat, the 'General Gordon.' On the upper deck arrangements had been made for the serving of a cold collation, and at about one o'clock the party sat down. Mr. J. C. Carey presided. At the conclusion of the

On board
the
'General
Gordon'

repast, and after the usual loyal toasts had been duly honoured,

Speech of
Mr. Dalley

The Right Hon. W. B. Dalley proposed the health of 'Our distinguished guest, Lord Brassey.'

In the course of an excellent speech he said :— ' Our hosts on this occasion are men who have in the construction of the great public works of this country expended about 14,000,000*l.* of the public funds during the last ten years. Their guest is the son of a man who had, by similar labours to those of their hosts on a gigantic scale, by means of his vast and unparalleled industrial enterprise, helped largely to change the face of the world ; who had constructed some of the greatest monuments of our later civilisation in England and in India and in the British Colonies, in France and in Germany, in Belgium and in Italy, in Spain, Denmark, and Russia. In welcoming Lord Brassey to this company of men of enterprise and of large undertakings, and in asking him to meet men of representative character and position in the community, you make your compliment dearer and more precious because you are influenced by profound respect for the memory of his parent. You have been prompted to honour, not only his personal merits and his individual labours, but the great industrial name which he bears—a name ennobled by the labour and enterprise of his father— because you are proud to associate yourselves with the career of one who had done, as you are in your smaller way endeavouring to do, much for mankind. I

Tribute to
the late Mr.
Brassey

give you—a company of public contractors—the health of the son of the greatest of them all, the son of “Thomas Brassey.”’

Lord Brassey, in reply, said there could not have been devised a form of hospitality so grateful to him as the one he was that day enjoying. He could assure them that he did not forget his origin. He was proud of it. If from circumstances which had been all too fortunate for him, he had been spared the personal anxieties which were experienced so deeply by those employed in the execution of public works, he had a fellow feeling for those who were so engaged. The speech in which his name had been introduced to them referred—and he was glad that it did refer so largely—to the career of his dear father. He was proud to know that the opportunity was afforded to his father of performing the useful office of a pioneer of civilisation throughout the length and breadth of the world. His father entered timidly upon that career. He (Lord Brassey) had often heard him describe the day which led him to the execution of public works. He was visited, at the time when the Liverpool and Manchester Railway—our first railway—was in contemplation, by old George Stephenson. He came to see his father, then a young man, brought up as a surveyor and carrying on his business in Birkenhead, with reference to the purchase of some stone. His father conducted Mr. Stephenson to the quarry. The impression made was favourable, and when Mr. Stephenson shook

Speech of
Lord
Brassey

His father's
early
career

Advice of
Mr. Ste-
phenson

hands in the evening he said, 'Well, young man, there is something promising about you. I see a great field for railways. It would be well for you to follow my banner and enter upon this new sphere of enterprise.' The young man trembled at the idea, but he took the older one's advice, and tendered for a section of the Grand Junction Railway, and during the construction of the first ten miles of that railway their guest was born. He would not enter into the details of his father's career, but he had often asked himself what was the secret of his success. He believed his success was mainly due to his high and honest character, and if he might make one more reference to his father he would say that the motive which prompted him to extend his enterprise to the great limits which it ultimately reached was not a love of money—it was the spirit of enterprise, and the ambition to be a constructor of great and noble works. The results which had followed from his labours were patent to all the world. They had done much to promote the prosperity of mankind. He (Lord Brassey) did not know that we could find greater evidence of the benefits of the railway system than here.

Secret of
his success

Benefit of
visiting the
colonies

He had often wished to visit these colonies. He believed that every traveller who came from the old country and made friends with those living here was the forger of another link between the old country and the new. He had watched such indications as opportunities had placed before

him of the state of feeling in these colonies, and it rejoiced his heart to see so many evidences of the warm feeling of affection which he was sure animated every heart towards the old country. He had for more than twenty years been a close watcher of the feeling in the old country. Pride in and attachment to the colonies was growing stronger every year. We had seen great events happen during his short political career. We had seen Germany become a united nation, we had seen Italy become a united nation, and if the English-speaking and English-loving people intended to maintain their influence in the world they must keep together. We could maintain this unity, while at the same time maintaining the principle of local self-government. Beyond and above that instinctive feeling of race which bound us all, there was that greatest gift in the science of politics—the gift of common sense, which certainly was distinctive of the British race. He thanked them for their great kindness in receiving him on that occasion, and neither he nor those who belonged to him would ever forget that kindness.

Attach-
ment to
colonies in
mother
country

July 11.—Sir Henry Parkes, the Premier of New South Wales, his daughter, Mr. Collins, the United States Consul, and others, lunched on board. The Premier is a great admirer of Mr. Gladstone. He approves in principle his plans for the better government of Ireland.

July 12.—Under the guidance of Mr. Miller,

Visit to
Messrs.
Mort's
engineer-
ing works

the acting under secretary in the department of Public Instruction, we left the Circular Quay, in a launch provided by the Marine Board, at about ten o'clock, and steamed round to Balmain, where we made a call at Messrs. Mort & Co.'s engineering works. Mr. Francki, the manager, conducted us over the whole of the establishment, and explained everything of interest. Messrs. Mort, in busy times, give employment to 1,100 workmen. The wages range from eight to fourteen shillings for a day of eight hours. They have a dock capable of taking in merchant steamers of the largest class, and a patent slip capable of receiving ships of 1,000 tons. The German gun-vessel, 'Albatross,' was under repair in this slip, having been brought over from Samoa to prepare for a voyage homeward. This incident shows the strength of our position in this part of the Pacific. We have an incontestible supremacy. We have a base of naval action fully equipped by private enterprise. No foreign Power has any establishment worthy the name.

Reforma-
tory ship
'Vernon'

We next visited the reformatory ship 'Vernon' at her moorings near Cockatoo Island. The antecedents of the boys, as entered on their admission to the ship, are of the worst description. After a year of discipline on board they are mostly sent to stations up country. No difficulty is experienced in obtaining situations, and nine boys out of ten do well.

The morning's work concluded with a visit to

Cockatoo Island, where the colonial Government have a small dockyard establishment and two graving docks. The 'Fitzroy' has been in use for some years. Its dimensions were fully equal to naval requirements at the date of construction. A new dock, now approaching completion, is the largest in the world, and capable of taking in the 'Great Eastern.' The plans and works were explained by Mr. Moriarty, the engineer-in-chief of the Government, and by Mr. Samuel, the representative of the contractors.

Cockatoo
Island

In the afternoon went to the Legislative Assembly to hear Mr. Dalley, who organised the expedition to the Soudan, speak on the interesting question of the payment of members.

July 13.—Attended the prorogation of the New South Wales Parliament. Lunched on board the German ship 'Bismarck' with Commodore Heusner. The admirable order of the German ships, and the good discipline and high physical standard of the crews, have greatly impressed the officers of the British squadron in this port. The officers are men of high education and accomplishments. All speak English fluently.

Visit the
'Bismarck'

In the afternoon attended a meeting of the St. John Ambulance Association, which was held in the drawing-room of Government House, with a view of establishing a permanent centre of the Ambulance Association in New South Wales. His Excellency the Governor, Lord Carrington, presided. The paper reported our speeches as follows:—

Speech of
Lord
Brassey

Lord Brassey said :—I have much pleasure in offering a few sentences in support of what has fallen from Dr. Ellis. I am aware that the excellent work contemplated by the St. John Ambulance Association has already been commenced in New South Wales. We appreciate very much what has been done. Indeed, I may say for myself that I am pleased to know that in connection with the Naval Volunteer movement, in which I have long taken a deep interest, the work of the St. John Ambulance Association is already going forward in a most satisfactory manner. Last week I was earnestly pressed by Commander Lee to quit another engagement to go out in the Domain, at a late hour of the night, with a view to see the corps he has the honour to command engaged at drill, in what is called the new attack formation. I found another effort going forward, in which I take an equally deep interest. A large detachment of men were receiving practical instruction in the useful and humane art of administering first aid to the wounded. Five men, who were supposed to have received severe injury, were being treated with such expedients as would be found on a field of battle. That was the work of the St. John Association, illustrated in a practical manner. I am glad to hear from the gentleman who preceded me of the successful efforts which have already been made. I am pleased to hear a similar account with reference to the work at Newcastle. We do not fail to recognise the value of what has been

Work of the
St. John
Ambulance
Association

done already ; but my wife, who has for many years given her heart so thoroughly to the work of the St. John Ambulance Association, cannot visit Sydney, or any other place where she is received with so much kindness as has been extended to her here, without wishing to mark her interest in the community by giving a fresh impetus to this good work. It is hoped and believed that by some concentration of effort or administration we shall, in a more effectual manner than heretofore, not only carry forward what is already being done, but extend it to other districts in which the public interest has not yet been sufficiently awakened to the value of the St. John Ambulance Association. It is self-evident that in places where men are engaged in the recesses of the mines the necessity for work of this kind is urgent. A necessity, equally great, exists for the spread of this most useful knowledge of first aid to the wounded amongst the scattered population of the extensive pastoral and agricultural districts of this colony. In many of those districts it would be impossible to secure the attendance of a medical man at the moment when he was wanted. Let me glance at another sphere in which it appears to me this knowledge must be most valuable. I refer to those who earn their bread upon the ocean—upon those ships which call at this port and which go forth on the long voyages which are undertaken from thence. I earnestly hope that the importance of the work may be impressed upon the seafaring population.

Extension
of the
Association

Value of
such know-
ledge in
mining and
agricul-
tural dis-
tricts

Speech of
Lady
Brassey

Interest in
the Asso-
ciation

A head-
centre
required

Lady Brassey, who was received with much enthusiasm, said :—I cannot thank you sufficiently for the kind way in which you have come to this meeting, and also for the way in which this vote of thanks has been carried by acclamation. It is perfectly true, as my husband says, that from the first day of its establishment I have taken the very greatest interest in the St. John Ambulance Association, because I have known what a really good society it is, how much suffering it prevents and how many valuable lives it saves. I really do feel it to be my duty, wherever I go, to do whatever I can to help it forward; sometimes by the establishment of a centre, and sometimes by the restoration of one that is somewhat languishing. Here it is a pleasanter task still, to which I was stimulated by hearing that excellent classes had been already formed, and that local centres had been established. To me it seems a great pity that, whilst we have such good material, which in local centres has accomplished such excellent work, there should be no head-centre for the whole colony, with funds at its disposal, and having a central committee which would be able to extend their arms far and wide. With such a head-centre as I have in view there would be, instead of two or three societies, tens, if not hundreds, of them, established throughout the colony. I can hardly think of any organisation which, so far as the remote and sparsely populated parts of the colony are concerned, would be more useful than this.

The association is most useful in spreading knowledge which must be of great value to all, and especially to us poor women. If you know what to do and how to do it, and have the confidence which knowledge and ability inspire, you will be able to bear the sight of blood or wounds much better than if you had not the knowledge I have indicated. I know that at one time it was to me a great trial to look at blood or wounds. Then I could not have bound up an artery to save a man's life. Now I can bear all this without shrinking, for a time, at any rate, whatever my feelings may be afterwards. It appears that the centres to which reference has been made have been admirably organised, and the papers set for the examinations, so far as I have been able to form an opinion with respect to them, seem to be particularly good. The Volunteer corps to which my husband has alluded I believe to be wonderfully well organised, so that if its services were used in time of war it would be quite self-contained. In speaking of the formation of the principal centre, I alluded to one requirement of that centre as that of funds. The poor we have always with us. To the poor, the knowledge which this society imparts is quite as necessary as, perhaps even more so than, it is to the rich. The bread-winner of the family ill—perhaps laid up for a long time—means more to them than such a circumstance would to us; so I hope some of the people here will be found starting the nucleus of a fund which will enable

Usefulness
of the
Association

Its excel-
lent orga-
nisation

Value to
the poor

the principal centre to be self-supporting. For this purpose Lord Brassey and I propose to give 50*l.*, proceeds of showing the 'Sunbeam' to visitors, and to become life members of the society. Earnestly recommending to the Ministers of the Crown, whom we are glad to see present, the project as a measure of political economy, and to the company as one of humanitarianism, I will conclude by thanking you for the kind attention you have been so good as to give me.

In the evening I presided at the annual meeting of the Royal Geographical Society of Australia.

July 15.—Made a charming excursion to the Blue Mountains, in a special train. We were the guests for the day of Sir Henry Parkes. The Chinese Commissioners were of the party. The chief commissioner, who has the rank of a general, speaks English perfectly.

Excursion
to the Blue
Mountains

The furthest point of our journey to-day was 73 miles from Sydney. Parramatta, the first town of importance on the line of railway, is the oldest in New South Wales. The surrounding district is peculiarly favourable for the growth of orange trees. After leaving Parramatta the railway crosses the Emu plains, which are of extraordinary fertility. The ascent of the Blue Mountains, by means of zigzags, is an achievement of great engineering skill. In an incredibly short space of time a height is reached far exceeding that of our own Snowdon. From this elevation the view ex-

Engineer-
ing skill

tends over the Emu plains, with their rich tracts of arable land, refreshed here and there by the dark green of the orange groves. The Parramatta can be traced for many miles. Sydney is seen in the distance.

Having reached the summit of the zigzags, the railway runs along the elevated plateau of the Blue Mountains, winding in a series of sharp curves and steep inclines through a rugged and difficult region, rocky and incapable of cultivation, but thickly wooded with gum trees. Here and there deep gorges penetrate into the heart of the Blue Mountain range. The crags of bare rock, presenting perpendicular bases of imposing elevation, form a striking feature. Returning towards Sydney we spent a delightful afternoon at a country house belonging to Sir Henry Parkes. A pass leads down from the house to the wooded glen below, where it follows a mountain stream, whose waters are in many places concealed by a rich growth of luxuriant ferns.

The
plateau of
the moun-
tains

July 16.—‘At home’ on board the ‘Sunbeam.’

Later in the day inspected the Naval Brigade—a splendid body of men. Their numbers have unhappily been reduced from considerations of economy.

The Naval
Brigade

Dined with the Chief Justice, Sir Frederick, and Lady Darley.

July 17.—To church on board the flagship ‘Nelson.’ Walked round the ship after service,

Ship
visiting

and then went on board the 'Opal,' Captain Bosanquet. Both ships in admirable order and ably commanded. In the afternoon to the cathedral. A fine service.

July 19.—After a busy morning embarked on the 'Sunbeam.'

Leave
Sydney
in the
'Sunbeam'

The afternoon was beautifully bright and fine, with a moderate breeze from the westward. On H.M.S. 'Opal' quite a number of ladies and gentlemen were assembled, who waved their adieus to the 'Sunbeam.' About 2.30 the order was given to slip the moorings, and the steam launch in attendance simultaneously began to tow the 'Sunbeam's' head up to windward. Then, taking advantage of the westerly wind blowing, ran down the harbour under topsail, top-gallant-sail, jib stay-foresail, and fore trysail and mainsail. The usual farewell signals were hoisted as the yacht got under way, and were duly answered by the British warships in port, the band on board the 'Nelson' at the same time striking up 'Auld Lang Syne.' Rear-Admiral Fairfax, C.B., accompanied the 'Sunbeam' as far as Clarke Island. The yacht cleared the Heads at 4.45 P.M.

Clear the
Heads

As we passed between the Heads the sun was setting—his golden orb seemed to fill the narrow entrance to the splendid harbour. We sailed close along the sandstone cliff, from which the wind was blowing to seaward, filling the 'Sunbeam's' sails with a propitious breeze.

IX.—SYDNEY TO NEWCASTLE AND BRISBANE.

WE made a smart run during the night from Sydney to Newcastle, doing the sixty miles from port to port in seven hours. At 3 A.M. on July 19 we lighted fires, and at 5 steamed slowly in for the breakwater light at the entrance to the port of Newcastle. At 7 we made fast to a buoy off the Custom House.

Arrive at
Newcastle

The Hunter River, at the mouth of which Newcastle is situated, is the second in size of the rivers of New South Wales. It is three hundred miles long, and is navigable by large coasting steamers to the town of Morpeth, twenty-three miles from the sea. Maitland, a town of 10,000 inhabitants, situated a few miles below Morpeth, is the centre of a flourishing agricultural district, in which grapes are largely cultivated, and which contains an almost inexhaustible coal-field.

The
Hunter
River

Newcastle is the great port for the shipment of coals from the chief coal-fields in New South Wales. Considerably over two million tons are now shipped annually, chiefly to the ports of Australasia and New Zealand, and to San Francisco. Ships coming out from the British ports to Australia frequently load with coals at Newcastle for San Francisco, and return thence with wheat to England. The existence of coal was first discovered by Lieutenant Shortland in 1797. In 1845 one mine only was being worked. At the

The coal-
fields of
Newcastle

Facilities
for loading
ships

present time more than 5,000 men are employed in the pits. They work eight hours a day. The day wages of the underground men average ten to twelve shillings. No less than thirty-five seams of coal have been discovered, varying in thickness from 5 to $21\frac{1}{2}$ feet. The appliances for loading coal are most complete. Three and a half miles of quay have been built, with sufficient water for vessels of the heaviest tonnage. The quays are fitted with numerous cranes, a considerable number being worked by hydraulic power. The machinery was supplied by Sir William Armstrong's firm. A cargo of one thousand tons can be shipped in a single day. The present price of coal, free on board, is eleven shillings a ton.

The city

The city of Newcastle with its suburbs has a population of 30,000. The streets are well laid out, the public buildings substantial, and the shops

Defence of
the
entrance

excellent. The entrance to the port is defended by a fort on Flagstaff Hill, armed with three 9-inch guns and three rifled 80-pounders. The channel, being narrow, tortuous, and of moderate depth, can readily be denied to an enemy by

View from
Monument
Hill

torpedoes. From Monument Hill—an isolated elevation above Newcastle—the view embraces a long sweep of the great coast range of New South Wales, the noble harbour, in which as many as two hundred sail of the finest merchant-ships may often be seen, and the city of Newcastle and its populous suburbs. The existence of coal-fields, the main source of the local prosperity, is indicated

by numerous shafts visible in all directions. We had glorious weather, and the scene was not obscured by the dense volumes of smoke which fill the atmosphere on the banks of the Tyne.

The proceedings of the day included inspection of the Council Chamber, the Fort, Messrs. Dalgety's wool stores, and a public luncheon, at which the Mayor of Newcastle presided.

On the termination of the luncheon we proceeded, at the invitation of the directors of the Newcastle Coal Mining Company, to visit their colliery at the Glebe. In one of the large bords (to be used in the future as stables) several tables were laid out with refreshments, the whole scene being brilliantly illuminated with magnificent Chinese lanterns, and the walls of the mine being tastefully decorated with splendid ferns.

Visit to
the Glebe
colliery

Mr. S. Keightley, in the name of the directors, returned thanks to Lord and Lady Brassey for taking the trouble to inspect their mine. He trusted that their visit would not be wholly unpleasant or unprofitable to them. He would remind them that the coal trade was one in which all connected with Newcastle were interested—it was their staple industry. When he first arrived here the total annual export of coal was 983,000 tons. That was the time in which the Newcastle Coal Company commenced opening their pit—the pit through which they had just passed—and in which they had met on that auspicious occasion. He was unable to say what the decennial returns

Speech of
Mr. S
Keightley

Progress of
the coal
industry
at New-
castle

Export of
coal in 1885

Price per
ton

Number of
men em-
ployed

from that year were, as he regretted very much to say that the Mining Department had not yet published their returns for 1886, although we were then in the seventh month of the year 1887. However, he would give the result of the year 1885, viz. 2,113,000 tons, whilst the export for the last year would beat that quantity proportionately, and the increase of the present would be proportionately greater than that of the past. Lord Brassey would therefore see that the coal trade of Australia, as represented by the Northern districts, was in a very satisfactory condition. He found that the total value of the export of coal in 1876 was 618,500*l.*; in 1885 it had reached 1,033,000*l.* Referring to the relative difference between selling the coal at 14*s.* per ton and at 11*s.*, he said that coal proprietors had found it to their interest to sell at the latter price, and thus command the markets, and that the large additional advantages for shipping and producing the coal compensated for the difference in the price. In the old days the collieries only worked two or three days per week, whereas at the present time they worked every day. In 1876 there were 3,180 men employed in the collieries; there were now 5,380. There were then eight collieries; there were now thirteen. The above large number of men employed also represented a great number of the population supported by the coal trade. Australians here, therefore, looked upon the coal trade as one of the greatest importance. Although the export

of 2,000,000 tons of coal might appear insignificant when compared with British exports, yet when the two populations were compared he thought the comparison would be favourable to Australia.

We came to the end of a long day at Newcastle with the most favourable impressions of the city and its district, and full of gratitude to its kind and enterprising inhabitants.

July 20.—At an early hour Lady Brassey and her party of travellers landed at Tenterfield, and took the train for Brisbane. Returning on board the 'Sunbeam,' we cast off from the buoy, and made sail for Brisbane with a fresh breeze from the north-west.

Leave
Newcastle
for
Brisbane

July 21-22.—We continued under sail with variable winds and generally fine weather. The chief features of the fine stretch of coast between Newcastle and Brisbane are the Boughton Islands, Cape Hawke, a densely wooded promontory rising to a height of 800 feet, and the Solitary Islands, a detached group scattered over a space of 22 miles in a north and south direction, at a distance of four to six miles from the shore. A light is exhibited from the south Solitary, and a signal establishment is kept up. We communicated with this isolated port. An islet adjacent to the south Solitary Island is remarkable for a large natural arch, which the ceaseless breaking of the sea has opened through the rock.

Features
of the
coast

Passing north from the Solitaries we again closed with the coast at Cape Byron. The scenery

Coast
scenery.
Mount
Warning

is magnificent. The coast range attains to a great elevation. Mount Warning, the loftiest peak, rises to a height of 3,840 feet, and is visible fully sixty miles. It was our guiding mark in the navigation of the coast for a space of fully twenty-four hours. At Danger Point the boundary line between Queensland and New South Wales descends to the coast from the high summits of the Macpherson Range.

Moreton
Island.
Rapid pro-
gress

July 23.—At noon we were off the entrance to the narrow channel which divides Stradbroke Island from Moreton Island, tearing along at twelve knots an hour, under lower canvas only, with a strong wind off the land and smooth water. It was a splendid bit of yachting. We passed a steamer which had come out with the Mayor and a large party from Brisbane to meet us. They welcomed us to Queensland with hearty cheers, to which we cordially responded. We stood in close under the land and followed the high coast of Moreton Island. Its northern extremity, a fresh, verdure-clad, and well-wooded point of land, on which stands a lighthouse, was, on this sunny and breezy day, perfectly beautiful.

Arrive at
Brisbane.
Intricate
navigation

Off the north end of Moreton Island we took a pilot, and proceeding under steam arrived at 10 P.M. off Government House, Brisbane, a distance of 50 miles from Cape Moreton. The navigation from the bar of the river to Brisbane, a distance of 25 miles, is extremely intricate. Everything has been done which it is possible to do, by leading lights

at frequent intervals, to assist the pilots; but we passed a steamer of the British India Company—which had entered the river an hour ahead of the ‘Sunbeam’—aground on a bank, from which she was not floated until after a delay of two days.

July 24–26 were spent at Brisbane, under the hospitable roof of Government House. Sir Anthony Musgrave, the present Governor of Queensland, has had a long experience in many colonies. It was gratifying to hear that the prospects of Australia are full of promise; but the fifth continent can never become another United States. It wants the noble rivers of North America, and its wide tracts of fertile soil.

We discussed federation. The value of the united empire to the mother country and the colonies was a frequent topic. On the question of federation the tone of the Brisbane press was more divided than in the larger colonies. The probability of an ultimate separation from the mother country was discussed freely in the local journals, and a slender appreciation was shown of the helplessness of the colonies, when separated from the empire, in their dealings with great Powers such as Germany or France.

The city of Brisbane is situated on both banks of a noble river. By persevering labour it has been deepened, more especially at the bar, sufficiently to give passage to ships of the largest size. The wharves and the shipping, with their bare

At Govern-
ment
House

Sir
Anthony
Musgrave

Federation

View of
Brisbane
press

The city of
Brisbane

spars towering high above the houses, are a fine feature in the general aspect of the city.

Population,
town and
suburbs

Brisbane and its district has over 70,000 inhabitants. In its public buildings, gardens, and well-planned streets it far surpasses an ordinary provincial town in England of corresponding population. From One Tree Hill, a thickly wooded range, four miles outside Brisbane, a glorious view is obtained of the city and its suburbs. Here, as I have remarked in describing other Australian towns, the suburbs are the most satisfactory parts of the city. Their straggling character, the houses well spaced out by gardens and broad roads, give proof of the good conditions under which the masses live. The picturesque windings of the river Brisbane can be followed for many miles. The smiling scene is closed in on the landward side by the coast range of Queensland. On its seaward side are the land-locked waters of the spacious bay, Moreton and Stradbroke Islands forming a grand natural breakwater. Beyond are the boundless waters of the Pacific.

Botanic
Gardens

On the sights of Brisbane I will be brief. Government House, with the domain or park, and the Botanic Gardens adjacent, occupies a tongue of land, round which on three sides the river takes a majestic sweep. This space has been wisely reserved as one of the lungs of the crowded city of the future. The Botanical Gardens are admirably laid out. Palms of every species grow luxuriantly in this balmy climate. The clumps of

bamboos round a basin of water in the centre of the grounds are not surpassed for beauty and strength of growth by the splendid specimens in the gardens at Kandy.

Separated only by a narrow belt of sward from Government House stand the Houses of Legislature, substantial buildings in the Italian style. The chambers provided for the legislative bodies are excellent. To facilitate the use of the excellent library, a *catalogue raisonné* has been prepared by the able librarian, Mr. Donovan, in which the best authorities on every topic of importance are enumerated and grouped together. Such a catalogue would infinitely aid research. It should be published for the general benefit of the literary world.

Houses of
Legislature

I cannot omit from this enumeration the great bridge, manufactured at my father's works at Birkenhead, which connects together North and South Brisbane. It has a length of 1,080 feet. The widest span is 132 feet. This bridge was commenced in 1863, and opened in 1874.

The great
bridge

Brisbane, as the capital, shares in the varied sources of prosperity offered in Queensland. The Darling Downs, in the southern part of the colony, are favourable for sheep. Further north are vast tracts suitable for horned cattle. The products of the tropics can be successfully cultivated in the northern districts. The climate is more suitable for maize than wheat, and it is in this article, and in sugar, that the most important increase of production has taken place. The minerals are a most

Agriculture and
mineral
products of
Queens-
land

important element in the prosperity of Queensland. The total produce of gold already amounts to 16,000,000*l.*, and other workings are being prosecuted with undiminished activity. In Queensland gold is obtained chiefly from the quartz reefs.

Short as our stay was in Brisbane, I had the privilege of meeting the Prime Minister, Sir Samuel Griffith, the librarian of the Houses of Legislature, Mr. Donovan, Captain Heath, and the officials connected with the marine departments, and Bishop Thornhill, appointed to Queensland from active work in a London parish. In such hands the resources of the colony will not be neglected.

Excursion
to German
settlement
at Marburg

During our visit we made an excursion to the first agricultural show at Marburg, an interesting German settlement, formed in the last twenty years. The settlers have, by the most laborious efforts, cut down the dense scrub with which this part of the country was covered. Their frugality, their patience under many privations, and their industry, have been rewarded. They grow maize, sugar, tobacco, and vegetables, but their cattle seem to be the most thriving and successful part of their business. In some seasons want of water, and in every season the heavy rainfall at the period when the grain is coming to maturity, are serious drawbacks to agriculture in this district. On the whole, it may be said that Queensland is far more adapted to be a pastoral than an agricultural country. The capabilities of the country may be

Queens-
land a
pastoral
country

measured by a comparison of statistics—000's omitted.

	Bushels raised in 1885-86		Number in 1886	
	Wheat	Maize	Cattle	Sheep
New South Wales. . .	2,733	4,386	1,317	37,820
Victoria . . .	9,170	181	1,290	10,681
South Australia . . .	14,621	—	390	6,696
Queensland . . .	51	1,574	4,162	8,994

The drive from the station at which we alighted to Marburg was through a dense forest of scrub, and over an undulating country. Here and there large patches have been cleared and brought under cultivation. The dwellings of the laborious German colonists, true pioneers of civilisation, by whom this country has been opened up, are distributed along the line of road at short distances apart. No holding exceeds 160 acres.

Marburg is a small village. The houses are of wood. The principal building is the school of art. There is also a theatre, a music hall, and a place of meeting for the villagers. It was used on the occasion of our visit for the exhibition of all the products of the district, including sugar and rum, fruits and vegetables, leather and saddlery. The following list of the produce for which prizes were offered will give a fair indication of the climate and soil of the district.

Village of
Marburg

VEGETABLES.

Produce of
the country

Lettuces, peas, French beans, cucumbers, carrots, white turnips, swede turnips, beetroot, onions, English potatoes, sweet potatoes, rhubarb, table pumpkins, mangel-wurzels, horse-radish, turnip radish, herbs, leeks, garlic, eschalots, cabbage (drumhead), cauliflowers, pumpkins.

FARM PRODUCE.

Maize, wheat, barley, rye, sugar-cane, tobacco, sorghum, panicum, white peas, blue peas, grey peas, French beans, broad beans, lucerne hay, oaten hay.

FRUITS.

Pineapples, bananas, oranges, mandarin oranges, lemons, apples, loquats, Cape gooseberries, pomegranates, quinces, tomatoes.

FLOWERS.

Fuchsias, camellias, begonias, pelargoniums, geraniums, ferns, lycopods, pansies, chrysanthemums, lilies of the valley, roses, verbenas, wild flowers.

DAIRY PRODUCE.

Salt butter, fresh butter, ham, bacon, lard, eggs.

The ceremony of declaring the exhibition open was performed by the Governor in a sentence. We then proceeded to view the outdoor portion of the show, the poultry, pigs, cattle, horses, sheep,

and implements. It was interesting to walk through a crowd of many hundreds of strongly marked German faces. All the young people speak English, all the older people retain their mother tongue. English is taught in the schools, German is used in the churches. The Germans make excellent colonists.

Germans
as colonists

The drive from Marburg to the Rosewood station led us back to the railway through a country differing altogether in aspect from that traversed in the morning. We crossed the sharp ridges of the coast range by a succession of abrupt ascents and descents. In the valleys and depressions between the ridges, the patient German colonists have established themselves in farms divided pretty evenly between arable and pasture land. The homesteads, consisting of little clusters of huts, are dotted over the whole face of the country. The plain wooden sheds used as churches are generally erected at the highest points to which the roads are carried, in positions from which glorious views are obtained of the far extending ridges and high peaks of the coast range, and of the rich vale of Rosewood, into which we presently descended.

Drive to
Rosewood

German
home-
steads

By the invitation of Captain Wright, I inspected the steel twin screw gun-vessel 'Gayundah.' This, and the sister vessel 'Paluma,' were built by Sir William Armstrong. Their armament consists of one 8-inch and one 6-inch gun, and four machine guns. They steam ten knots, and have a good

The 'Gay-
undah'
and
'Paluma'

coal endurance. The 'Gayundah' was in excellent order, and manned by a good crew, including several men-of-war's men.

Queens-
land Naval
Brigade

In the course of the year the Queensland gun-vessels visit ports at which naval brigade men have been enrolled. The actual strength of the brigade is—

Brisbane	.	.	.	100
Townsville	.	.	.	50
Rockhampton	.	.	.	50 and 50 Naval Artillery Volunteers
Maryborough	.	.	.	50

Fixed and
floating
defence of
Brisbane

The flotilla of Queensland includes, in addition to their two Armstrong gun-boats, a twin screw armed tender, five armed barges, a torpedo-boat, and a Government yacht. The land defences of Brisbane consist of an enclosed work with defensible stockade armed with two 6-inch breech-loading guns and two 64-pounders. The fort and the torpedo defences effectually bar the passage up the river to Brisbane.

Leave
Brisbane

July 28.—Sir Anthony and Lady Musgrave, Captain Heath, Captain and Mrs. Wright, the Bishop of Brisbane, and quite a number of friends had assembled on board to say 'good-bye.' Throughout our stay we had had perfect weather, bracing and crisp at night, cloudless and sunny during the day. The heat from noon until sunset was quite equal to what we experience on a fine summer's day in England. We descended the river from Brisbane to the sea under these favour-

able conditions. Commencing the voyage in the heart of the city, the crowded streets gradually open out into suburbs, where every house is surrounded by garden and plantation. Vegetation gradually becomes more dense as the mouth of the river is approached.

Down the river

After crossing the bar we made sail. At 8 P.M. we were off Cape Moreton. At dawn on the following morning we were off Sunday Cape; at noon we had rounded the dangerous shoals off Breaksea Spit. In the evening we were off Cape Capricorn. In the night we passed through the narrow channel inside Hummocky Island, and at daybreak we took a pilot on board, who conducted us to the anchorage under Little-sea Hill at the mouth of the Fitzroy River. The great inner route to the Torres Straits commences off Breaksea Spit.

Arrive and anchor in the Fitzroy River

ANALYSIS OF LOG
Brisbane to Rockhampton

	Sail	Steam	Lat.	Long.	Remarks
July 29	184	20	24°23 S.	153°24 E.	Weighed 1.40 P.M. Fresh breezes S.E.
" 30	138	12	23°29 S.	151°00 E.	Same weather. At anchor 7 A.M. to 3 P.M.
" 31	—	40	—	—	Arrived at Rockhampton at 9 P.M.
	322	72			

Analysis of log

Total distance from Portsmouth: —

Sail 11,868

Steam 8,529

20,397

We were favoured with a brisk breeze for the run up from Brisbane, and accomplished the distance from Cape Moreton to the Fitzroy river, 330 miles, in thirty-four hours.

Proceed
and arrive
at Rock-
hampton

We started for Rockhampton at 3.30 P.M., and arrived off the town in $5\frac{1}{2}$ hours. Distance, 40 miles. Glorious sunset and afterglow. Fine ranges of mountains. Richly wooded banks of the river in the foreground.

X.—ROCKHAMPTON TO COOKTOWN

Rock-
hampton

July 31.—An acceptable day of rest. Attended an excellent service in the Episcopal church, one of the most substantial and well designed in the colony. Received a visit from the Mayor of Rockhampton. Learnt that the town had not been prospering of late. The prolonged drought had caused a great loss of cattle in the stations. The want of prosperity in pastoral pursuits has been barely compensated by the extraordinary success of the Mount Morgan Gold-mining Company's operations.

Excursion
to Mount
Morgan

August 1 and 2.—Excursion to Mount Morgan mine. Distance by road twenty-five miles. On leaving Rockhampton the first ten miles pass over level country by an excellent road. The district is but little cultivated, and has the universal character of the great Australian bush. It is a vast forest of gum-trees. Many have been

killed by removing the bark to improve the pasture. As the distance from Rockhampton increases the road becomes a mere track. At every gully which is crossed the declivities are of almost impassable steepness. The traffic to the Mount Morgan mine is conducted by the sheer brute force of innumerable horses. A two-wheel cart is drawn by four horses, a four-wheel waggon by twelve horses. A boiler was hauled up only two days ago by upwards of sixty horses. The Mount Morgan Gold-mining Company possess probably the most productive gold mine in the world. The discovery of the gold-bearing rock, of which the whole mass of Mount Morgan is composed, was made while searching for copper ore. The gold at Mount Morgan is obtained from a lode of decomposed iron pyrites, partly underlying a bed of quartz, and at various points cropping up to the surface. The original discoverers of the ore, and the individuals who supplied the slender amount of capital with which the company commenced operations, have realised great fortunes. The capital of the company as at present constituted is 1,000,000*l.*, divided into 1*l.* shares, 17*s.* 6*d.* paid. The present price of the shares is 6*l.* At this high premium the dividends at the present rate yield under 4*l.* per cent. Machinery is in course of erection, which will double the output.

A rich gold mine

The Company and its shares

To the unskilled eye there is nothing in the appearance of the rock which indicates the presence

of the precious metal. We ascended to the summit of the range, and there saw some fifty men quarrying a substance bearing a close resemblance to the rocks of any volcanic region. The amount of material of a similar character is estimated by millions of tons, the percentage of gold varying from five ounces upwards per ton.

Percentage
of gold

The pro-
cess of
chlorina-
tion at
Mount
Morgan

At Mount Morgan the process known as chlorination has been developed on a larger scale than has elsewhere been attempted. The process is described as follows :—

The process of chlorination at Mount Morgan is a very interesting one, and would well repay a visit of inspection by any who are interested in the profitable and economic treatment of auriferous ores. The tailings, as they come from the battery or from the dry crusher, as the case may be, are first of all roasted in eight large furnaces, each with a capacity of putting through 8 tons in twenty-four hours. The roasting of the ore in the first place is to free it from the waters of crystallisation and to burn all organic matter out of it. When it leaves the furnaces it is turned out to cool in a large space, which lies under the principal sheds, between the furnaces and the chlorinising barrels. When it has sufficiently cooled, it is taken on an inclined tramway to the hoppers connected with the chlorination barrels, in which the gas is generated by mingling chloride of lime with sulphuric acid. Water only is added, and the barrels, which are, of course, perfectly air-tight,

are kept revolving until the gold is thoroughly chlorinated, or, to speak plainly, put into a fluid state. Each barrel contains a charge of about a ton of ore, and it is possible to get through twelve charges in the twenty-four hours. The period for which the barrels are made to revolve averages one and a half hours. When this operation is over the contents of the barrels are discharged into what are known as the draining-vats, from whence the water and the gold, put into a state of solution, are drained into the charcoal filters below. The charcoal possesses such an affinity for the chlorine that the gold is rapidly deposited, and the charcoal is so laid in these V-shaped filters that the golden fluid passes through layers gradually becoming finer towards the bottom, and thus practically all the gold that is dissolved by the chlorine gas in the barrels is caught in the charcoal; and so effectual is the process that the refuse from the draining tubs will not assay more than a pennyweight or a pennyweight and a half to the ton, while, in order that nothing may be lost that is possible to save, the water which drains off from the charcoal filters is pumped back and goes through the process a second time. The contents of the charcoal filters are conveyed straight to the smelting works, which are of a very complete kind, and are under the immediate superintendence of Mr. Trenear. There the charcoal on which the gold has been precipitated is first roasted in furnaces specially constructed, and the residuum smelted

in the usual smelting-pots. After this it is run, as occasion requires, into ingots of the purest gold that is ever turned out in Queensland.

Perfection
of the
process

Chlorination was originally attempted in the United States. It has been perfected at Mount Morgan. By the ordinary crushing and washing process one ounce to the ton would be extracted from the rock quarried at Mount Morgan. By chlorination every particle of gold is extracted. The product sometimes reaches 17 oz. per ton. The average may be taken at 5 oz. Half an ounce would cover expenses.

Report
of Mr.
Cameron,
M.P.

An interesting report on the Mount Morgan mines has recently been made by Mr. Cameron, M.P. He describes the physical character of the country as consisting of abrupt cliffs and picturesque and beautifully sheltered valleys, clothed with rich and succulent grasses, sparse undergrowth, and the many and ever-present varieties of the gum-trees of Australia. The rocks in the vicinity consist of quartzites, sandstones, and shales. The gold-bearing rocks were deposited, according to the opinion of Mr. Jack, the Government geologist, by a thermal spring in the open air. Mr. Cameron quotes the opinion of Dr. Liebnis, the Director of the Sydney Mint, as to the quality of the Mount Morgan gold. It assayed as high as 99·8 per cent., and readily sells for 4*l.* 4*s.* per oz. As to the quantity of gold bearing ore, he considers it beyond even approximate computation.

Most of the men employed in quarrying at Mount Morgan are new arrivals in the colony. Their wages may be taken at 7s. 6d. to 8s. 6d. a day. They work only eight hours, but they work hard, and the climate is hot for a large part of the year. The cost of living is 15s. a week. Many of the men save from their earnings. They generally invest their money by taking a share in a gold-mining enterprise, worked on the co-operative plan. The Croydon goldfield, in Northern Queensland, is at present attracting much attention. The quarrymen working on the co-operative plan take their rocks to crushing mills, paying so much a ton for the use of the machinery. Some men make a little fortune in this way.

Work and
wages of
the miners

Taking a general view of the conditions of life at Mount Morgan, it is obvious that the full benefit of the high wages is by no means realised. The dwellings are of the rudest kind. The blessings of the higher civilisation are but scantily enjoyed. The men do not enjoy in a rational way their hours of leisure. The company are about to erect a school of art, out of which will probably grow a mechanics' institute, a library, and a reading-room. The Roman Catholics and Wesleyans have chapels at Mount Morgan.

Recreation
of the
miners

On our return from Mount Morgan I inspected the men of the local naval brigade and naval volunteers.

The local
naval
brigade and
volunteers

The inspection of the naval brigade and naval volunteers was interesting, as an illustration of the

Two classes
of volun-
teers

policy adopted by the Australian colonies, and commended in the able paper on the present position of European politics in the 'Fortnightly Review' of June 1887. They have two classes of volunteers—a volunteer militia, which is paid, and a force in the nature of a purely volunteer force, which is armed and instructed, but not paid. The adoption of a similar plan at home is worthy of consideration. We might enrol a body of volunteer militia, similar to the colonial force, who should be instructed at home and at hours which would not interfere with other employments. Some expense would be saved, and a class of men would enlist decidedly superior to that generally represented in the existing militia. As to the efficiency obtained in Australia, I can only give the opinion of a civilian. So far as I was able to judge, it was highly satisfactory.

August 3.—The following is a report of a conversation which took place in reference to an article in 'The Daily Northern Argus' of August 3, 1877:—

Inter-
viewed by
a represen-
tative of
the 'Argus'.

A representative of the 'Argus' waited upon his lordship yesterday afternoon, to obtain from him an expression of opinion upon matters which are at present engaging the attention of the English-speaking community throughout the world.

Views on
Federation

Alluding to the Federation of the Empire, his lordship said it was simply an adoption by England of the policy which was marking the history of other nations. Germany had adopted it, Italy had

done the same, and the recent movements of Russia tended in the same direction. 'Speaking for myself,' he said, 'I would rather be a citizen of a big State than of a small.' The difficulties which stood in the way of the accomplishment of Imperial Federation were rapidly diminishing. The extension of railways and telegraphs, the improved conveniences for travelling, the construction of steamers of an increased speed (his lordship does not think that we have as yet reached the maximum speed which will be attained) were all doing their work. It was argued, he knew, that there was a danger that some day, by rash action on some question in which the colonies were not interested, Australia might be made the subject of attack from a foreign Power. He does not think that such a contingency is likely to arise, and is convinced that it is growing more remote every day. The policy of any British Government will always be adjusted to the condition of the Empire and its requirements as a whole, and no Ministry would be so foolish as to involve these great colonies in a needless war. A consideration of his responsibilities in connection with the colonies would exercise a restraining influence upon a Minister. Australia was interested in England's retention of her hold upon India and the maintenance of her supremacy on the seas. These interests were as dear to colonials as they were to the citizens of the mother land. The expansion of Australia's trade was forcing this conviction

Policy of
British
Govern-
ment

Mutual
interests of
England
and
Australia

upon men's minds. 'Why, it was only the other day,' said Lord Brassey, 'that a gentleman (Mr. Thompson) told me, on board the "Sunbeam," that he had shipped a cargo of horses from his station to go to Calcutta by a barque which was loading in the Fitzroy river.' The community of interests was growing between the old and new lands, and it was a matter of deep concern to both that no other Power should obtain dominant influence in India, and be able to impose tariffs which would be absolutely prohibitive. The feeling which was gradually binding each of the British dependencies together was uniting the whole English-speaking race, and he emphasised particularly the increasingly close relations between the United States and Great Britain. There was a strong affinity in national hopes and aspirations between the English and Germans, who made the best possible colonists, and who adopted, unconsciously perhaps, but readily, the British character. It was a noteworthy fact that the German colonist of a generation old was really an English-speaking, English-thinking man. His lordship sees nothing in the immediate future which is likely to check the growth of this mutual sympathy. The political relations he regards as a matter of small concern so long as the sentiment is strengthened—the sentiment which he is sure would prevent the English-speaking citizens of America from standing by and seeing the motherland insulted or wronged. Federation is likely to come as a

German
colonists

natural sequence of events without any elaborate plans. He believes that the present system of government is admirably suited to the colonies, and works well both in regard to local affairs and the relations of Australia to England.

This brought Lord Brassey to the recent Imperial and Colonial Conference, which he regards as an eminently successful practical step towards Federation. It was tentative, it is true, and it was a somewhat hazardous experiment. Possibly, if we could have divined Lord Salisbury's thoughts, we should have found that he was half afraid of it. If the delegates had met in London only to discover that they represented divided interests, then disintegration might possibly have followed. Happily results had been very different. A great council, which was unprecedented in English history, had assembled. English statesmen knew more of colonial politicians, and colonial politicians knew more of each other, than they had known before ; and this had brought the Parliaments and the people closer together. The Australian representatives were made welcome at home, and were accorded a deference which was as flattering to them as it was deserved.

The Imperial and Colonial Conference

Lord Brassey hopes that the scheme of defence which was adopted at the conference will be carried into effect. It will, he thinks, be generally accepted that the time has come when these colonies may fairly be asked to contribute towards the maintenance of the fleet which protects their

Scheme of defence, colonial contribution towards

The Aus-
tralian
squadron

commerce, in addition to the outlay which they have incurred for the defence of their ports and harbours. He does not think that the demand made upon the colonies is excessive, and believes that the scheme propounded, which is necessarily a tentative one, is the best that could have been suggested under the circumstances. He had been asked whether he thought that the class of vessels which had been selected to reinforce the Australian squadron was the best suited for the purpose; and he had said that, looking at the general conditions of wind and sea on the Australian coast, it was quite possible that vessels of greater power would be more serviceable; but it must be remembered that the cost would be proportionately greater also. Looking, then, at the financial aspect of the question—which all governments have in view—he regards the arrangement as satisfactory. ‘And,’ he added, ‘there is one fact that I think should weigh greatly in the consideration of this matter. It will be admitted that the Admiralty has acted in perfect good faith, and with the best naval advice at its command. It has recommended the best flotilla which could be procured at a given cost. The recommendation was considered by a conference, at which the best available representatives of the colonies were present, and after discussion they adopted it. This to me is a weighty reason why the plan should be endorsed. As an outsider, I should be prepared to support it, knowing that it is for a limited term—for ten years

is a brief space in the history of a nation—so that it can be watched, and either modified or extended. I should prefer it to being asked to contribute to the purchase of a ship which at the end of ten years might be obsolete.’ Some writers, he knew, advocated the establishment of a separate navy. ‘What,’ he asks, ‘do you think could be obtained for the sum that the colonies are asked to contribute? What would 125,000*l.* do? Simply purchase a few torpedo-boats.’ Lord Brassey thinks that the squadron in the Australian waters should be strengthened by a redistribution of the fleet and the withdrawal of ships from the American coast, where they are not so much required. For all reasons, then, he would like to see the Australian station largely augmented, and rendered the greatest British station outside European waters. Three years on the East India station deteriorated and weakened a crew, whilst three years in Australian waters should turn them out in the prime of health and activity.

Period
of agree-
ment

Advan-
tage to the
colonies

In answer to a remark drawing Lord Brassey’s attention to the statements reported to have been made by Lord Randolph Churchill with reference to the maladministration of the Navy, Lord Brassey said that there were a number of statements made by the ex-Chancellor of the Exchequer which were fully answered and refuted in the ‘Times’ a day or two afterwards upon the authority of Captain Fitzgerald, who was engaged in the operations alluded to. His lordship

Statements
by Lord
Randolph
Churchill

remarked that it is to be regretted that a man of such prominence as Lord Randolph should make statements—which are invested with importance and gain publicity because of his position—whilst the answers which come with the weight of practical knowledge are not so widely circulated. No doubt there was a reluctance on the part of the British Government to embark in such a policy of profuse naval expenditure as that which France embarked in some time ago, but when the necessity was made clear it was promptly met, and in one year there was an increase of 2,000,000*l.* on the Naval Estimates. Our Navy was now infinitely stronger than that of France in ironclads and swift cruisers. Russia need not be seriously regarded as a naval power. She might, and very probably would, obtain swift merchant vessels, equip them with light guns, and with them harass our trade and send up the rates of insurance. This danger could be met and minimised by prompt action and adequate vigilance. As an instance of how little this danger was to be dreaded, Lord Brassey remarked that during the last war scare every suspicious Russian vessel was watched by a British cruiser, which had instructions to keep her constantly in view. Russian agents would purchase vessels in case of war, but their movements would be watched, and when they made an offer for a vessel the British Government was sure to be acquainted of the fact. Russia has few fast ships. Our own resources

Strength of
our navy

Action of
British
cruisers in
last war
scare

are daily increasing, and the last step taken by the Admiralty in encouraging the construction of merchant steamers which could be converted into armed cruisers would greatly add to our naval strength. Russia to-day, according to Lord Brassey, is just what she was years ago—a mighty nation to resist invasion, but powerless to strike at any distance.

‘You think, then,’ our representative asked, ‘that, in the event of England being engaged in a European war, the Australian colonies would be attacked?’

‘I think,’ said Lord Brassey, ‘that no hostile fleet could come into these waters without a superior British fleet following them.’ Russia would not muster a fighting fleet for the purpose of invading Australia without England getting together a stronger one to anticipate her. Indeed, our naval position is as secure, Lord Brassey thinks, as is our military position in India. If any danger exists in India at all, it is rather through the operations of agents at the bazaars than by any direct invasion; and he does not think that any internal troubles need be apprehended.

Security of
Australia

Reverting again for a moment to the subject of Federation, Lord Brassey alluded to the eagerness which British capitalists evinced to invest in colonial speculations, and doubted whether such an eagerness would exist if less cordial relations existed between the colonies and the mother country. There was perhaps a good deal of senti-

British
capital in
Australia

ment in this, but it could not be doubted that it existed, and that the idea of repudiation would be associated with separation.

Descrip-
tion of
Rock-
hampton

I must not conclude without a brief description of the town. Rockhampton is on the Fitzroy river, 25 miles from its mouth. Large steamers have been brought up to this port, but the natural harbour of Port Alma, at the mouth of the Fitzroy, offers great advantages. It has been proposed to connect Port Alma with Rockhampton by railway. The scheme is not regarded with favour by those who have vested interests in the vicinity of the present terminus. From Rockhampton the railway has been carried as far as Alice, 326 miles inland. The people here complain that, in deference to Brisbane influences, the Government has not pushed the railway with the vigour which should have been shown.

Streets and
buildings

The population of Rockhampton is 10,000. The streets are on the usual rectangular plan. The buildings are chiefly of wood and one-storied. Banks and hotels are numerous. The public schools, the grammar school, the hospital, and the botanic gardens are all creditable to a young community not a generation old. The attractions of the place are the fine river and the chains of hills, wooded to the summit, which traverse this part of the country, ridge upon ridge extending in all directions as far as the eye can reach.

Leave
Rock-
hampton

August 4.—Weighed anchor at 10 P.M. and proceeded down the river.

August 5.—Anchored from 2 A.M. until 8 A.M., when we weighed and proceeded towards the mouth of the Fitzroy river. At 10.30 A.M. made sail to a breeze from the south-east, which enabled us to make a fine run to the northward.

The east coast of Australia at this season of the year is a perfect cruising ground for yachtsmen. The Great Barrier reef, extending for a distance of 1,000 miles from Swain Reefs to Cape Yorke, protects the coast from the heavy swell of the Pacific. The steady breezes from the south-east are most favourable for sailing, especially in the direction in which we are steering. At 4 P.M. we were off Pine Island, a small islet of the Percy group, on which a light has been established. From Pine Island onwards to the Whitsunday Passage the navigation recalls the experiences of many pleasant summers on the west coast of Scotland. The inner route, which we followed, passes between rocks and islands, presenting the most varied and picturesque forms. The Percy Isles form a distant group, extending twenty miles from north to south, and eight miles from east to west. Many of these islands are covered with pine-trees. To the westward of the Percy Isles a still larger group has received the collective name of Northumberland, the several islands being distinguished by familiar Northumbrian names. Advancing northwards, at a distance of some sixty miles from the Percy group, the Cumberland, Sir James Smith, and Whitsunday groups

The east
coast of
Australia
Good
yachting
water

Percy and
Northum-
berland
Islands

form a continuous archipelago on the eastern side of the passage. The highest peaks attain an elevation little short of 1,000 feet. The islands are for the most part richly wooded. Some peaks are clothed with timber to the summit, others are smooth and grassy, a few are bare of vegetation. The rocks are magnificent. Paternoster rises sheer from the water to a height of more than 900 feet.

The coast
mountains

Turning from the sea to the mainland, the coast range at a short distance inland forms a continuous barrier, varying in height from 3,000 to upwards of 4,000 feet. At Whitsunday Passage the line of coast is broken by a noble promontory. Cape Conway, at its south-eastern extremity, rises to a height of 1,637 feet. A chain of peaks extends northwards from Cape Conway to Mount Drysander, and forms a fine amphitheatre of hills on the western side of the Whitsunday Passage. On the eastern side is a group of islands of larger size than those to the southward. Whitsunday, the largest of these islands, is eleven miles in length. It has two commanding peaks. Its valleys and lowlands are richly wooded.

Whitsun-
day
Passage

Whitsunday Passage is twenty miles in length. At its narrowest part it is contracted to a breadth of two miles. On the mainland side the passage opens out into the fine natural harbour of Port Molle. On the eastern side the line of shore is broken by the bays of Whitsunday Island, and

the channels which divide it from the smaller islands, by which it is completely surrounded. At this interesting part of the Australian coast the breeze blew fair from the south-east, the sky was cloudless, the air most balmy. The abundant vegetation had been refreshed by recent showers.

Cape Gloucester was reached in about three hours after we had issued from the Whitsunday Passage. Rounding the cape we anchored for the night close under the land. Shortly after we had anchored the moon rose from behind Gloucester Island. Reaching to a height of 2,000 feet, the harmonious and graceful curves of the lofty ridge of the island were seen with beautiful effect in the dark shadow against the silvery sky.

Anchor off
Gloucester
Island

August 7.—After morning service we weighed. Under easy sail we crossed the mouth of Edgecumbe Bay and anchored in Port Denison.

Proceed
and anchor
in Port
Denison

We took a walk ashore through the moribund settlement of Bowen. Notwithstanding the great superiority of its harbour, Bowen has been going back, while the neighbouring port of Townsville has been advancing with rapid strides. The explanation is not far to seek. Townsville has been favoured in the essential matter of railways. Bowen has not yet been accorded the same advantage. A branch is promised which will connect the port with the Townsville line. A heap of rails has been landed as an earnest on the part of the Government of their intention to proceed

Bowen

with the works. The land beyond Bowen being rich, the port will undoubtedly become prosperous when railway communication is established with the interior.

At the present time Bowen has scarcely 1,000 inhabitants. It depends mainly on Government expenditure. There are several resident officials connected with the court-house, the land-offices, and postal service. Bowen has a fine pier in good repair.

Prospects
of emi-
grants to
Queens-
land

The registrar of the court was kind enough to accompany us on our walk. We had a chat on the prospects of emigrants in Queensland. Slender, indeed, are the chances for the middle class, with a moderate education, with no capital, and not brought up to a trade. For men of capital the opportunities are unbounded. The crowning instance in the colony is that of Mr. Tyson, who from a simple shepherd has become a capitalist of many millions sterling. His profits have been largely made in buying and selling stations. For the working man with a trade this colony also offers rare opportunities.

Proceed
to Towns-
ville

August 8.—Weighed at daylight under sail and made a rapid passage to Townsville. We covered the distance of 104 miles in ten hours.

August 9.—Walked through Townsville. The town, which has a population of 12,000, is built on a tongue of land between the sea and Ross Creek. It consists of one main street, containing banks, public offices, counting-houses, and well-

supplied stores and shops. The bustle in the streets and the flourishing and prosperous appearance everywhere were quite cheering. Townsville owes its prosperity to its railway, which is already opened to a distance of 200 miles into the interior, and which has made it the port of a large area of pastoral country and for several promising goldfields.

Flourishing appearance of the town

Townsville is on an open bay, and the shoal water extends some two miles from the beach. A breakwater is in course of construction, and dredging operations are being prosecuted with energy. By these means the defects of the port will in course of time be remedied.

The harbour

We had purposed to make excursions from Townsville to the fine cattle stations belonging to Sir Thomas McIlwraith and to the Charters Towers goldfields, but my wife was too indisposed to attempt the journey, and we proceeded in the afternoon under sail to Challenger Bay, a fine anchorage in the Palm Islands, where we brought up shortly after sunset.

Proceed and anchor in Challenger Bay

August 10.—Proceeded under sail to Dungeness, at the southern entrance to the Hinchinbrook Channel.

Dungeness

August 11.—Went up the Herbert river, a distance of six miles, to the terminus of a tram road formed by the Colonial Sugar Company to their mills at Victoria. The Herbert is navigable only for steam launches and barges. The banks of the river are flat, and covered with a dense and

The Herbert river

picturesque jungle. The whole district is well adapted for the growth of sugar. No less than 9,600 tons were produced in 1886, and the growth is steadily increasing.

Sugar
industry of
Queens-
land

The aggregate sugar statistics of Queensland for 1886 were :—

Area under cane	.	.	.	54,010 acres
Area crushed	.	.	.	34,657 „
Total yield	.	.	.	58,545 tons

The value may be taken at 19*l.* 4*s.* 5*d.* per ton.

Labour in
the culti-
vation of
sugar

For the cultivation of sugar on the Herbert both British and coloured labour is employed—British workmen in the mills, the coloured people in cutting the cane. Wages for Englishmen range from twenty-five shillings upwards weekly. We talked to some of the wives of the workmen. Several are recent arrivals from Lancashire. Their dwellings are of the simplest description, made of corrugated iron or of straw, and scattered at haphazard in a clearing in the jungle or on the banks of the river. These pioneers of cultivation have to lead a hard life and bear many privations. They seemed not discontented, and were full of pluck and energy. Their circumstances are those in which the colonising qualities of the Anglo-Saxon race come to the front in a marked manner.

Proceed
through
Rocking-
ham
Channel

August 12.—Weighed at 9 A.M. and proceeded under steam through the Rockingham Channel, which separates Hinchinbrook, an island

of magnificent mountains, from the mainland. For a distance of twenty-eight miles the narrow channel winds in graceful curves between the coast range of Queensland and the superb peaks and corries of Hinchinbrook Island. A dense mass of tropical vegetation covers the level spaces on either shore, and sometimes ascends to the topmost ridges of the hills. The higher ground is for the most part bare of trees. The lines of the far-extending ridges, projecting buttresses, and receding corries are the more sharply defined. The weather was the most favourable that could have been desired. The sky was clouded, but the sun at intervals poured down a golden light on every part of the landscape. These fitful but brilliant gleams enhanced the effects of shadow. The higher slopes and precipices were of a rich purple, and soft and silvery mists crept upwards through glen and valley, or rested in dense masses on the tableland above.

We called at Cardwell, a decayed little port, with some 200 inhabitants. The pier is in ruins. The settlement was originally formed in the expectation of great results from an adjacent gold-field, which was soon exhausted. The court house and the residence of the magistrate and postmaster are the only relics of an abortive attempt.

Call at
Cardwell

We were assured that much of the land in the neighbourhood is well adapted to the cultivation of sugar. A large selection has been taken by

Mr. Tyson, but he declines to continue the growth of sugar, which he had commenced with some vigour, so long as the planters are threatened with legislation which will prohibit the employment of coloured labour.

At Cardwell we were received by the magistrate, Mr. Walsh, and by the chairman of the local board. They presented an address of welcome.

Proceed to
Mourilyan

After an hour and a half of pleasant conversation we returned on board and steamed to Mourilyan, a distance of forty miles. The harbour is small and the entrance only 200 yards wide, but the depth is sufficient for vessels of size, and the shelter inside is perfect. A tramway connects Mourilyan with the mills and plantations of the Mourilyan Sugar Company. Their business is prosperous.

Cattle in
Queens-
land

Mourilyan is completely cut off from the country inland by the high mountains of the coast range. Behind those mountains on the upland pastures are the great stations for horned cattle. The herds of Queensland already number more than 4,000,000 head, and the districts to the north have an advantage over those of the south in the assured and abundant rainfall.

Visit to
sugar
plantation

August 13.—Daylight revealed the extreme loveliness of the harbour of Mourilyan embosomed in its richly wooded hills. At 11 we started on the tramway to the sugar plantations of the Mourilyan Company, Mr. Nash, one of the partners, being our kind host. The distance

from the harbour to the mills is seven miles. The tramway has been carried through a dense tropical jungle. The masses of foliage were rich beyond description.

On our arrival at the mills we lunched and afterwards visited them. They are situated on the banks of the Johnson river, but the difficulties of navigation are such that it was thought necessary to connect the plantation with a good harbour by the tramway which we had traversed, and upon the construction of which 25,000*l.* were expended.

The work of clearing the jungle is most laborious, and therefore costly. The expense of cutting down timber for the first rough cropping is 10*l.* per acre. The complete clearing and grubbing of roots for the purposes of ploughing and permanent cultivation is not less than 20*l.* an acre. The cost of clearing alone is thus 30*l.* an acre. The machinery of the mills, of Scotch manufacture, cost more than 60,000*l.* Some 900 acres have been brought under cultivation. The total capital already expended may be taken at 200,000*l.* The yield of sugar is from five to three tons per acre. The price may be taken at 20*l.* per ton. The production of sugar last year was 2,050 tons.

The successful results of labour imported from Java are a special feature at Mourilyan. We heard an excellent character of the Javanese workpeople. They are sturdy and most docile.

Cost of
clearing
the jungle

Javanese
labour

They are imported here for a term of three years, under strict engagements with the Dutch Government. An advance of two to three pounds is given to each workman before he leaves home. His fare costs 6*l.* to Queensland. His wages are 30*s.* a month and found. A system of supervision by Javanese serangs has been found to answer admirably. Javanese are employed to drive locomotives, and for the management of the boilers and most of the machinery in the mills.

Imported
labour
necessary

In the event of a legislative prohibition of the employment of imported labour, it would be impracticable for planters to carry on the cultivation of sugar on a large scale. The sugar would be grown by small cultivators, who would bring their produce to the mills to be crushed and refined. Be the contributors many or be they few, the mills could only be established by a large expenditure of capital.

Leave
Mourilyan

We steamed out of Mourilyan on a glorious evening. Outside the harbour a light breeze was blowing from the south-east, to which we made sail. At midnight we passed through the narrow channel which divided the Frankland Islands from the mainland at Cape Grafton.

August 14.—A perfect day. The wind was light, and we stole quietly along under balloon canvas. The scenery of the coast is magnificent.

Cape
Kimberley

At sunset we were off Cape Kimberley. At this point the massive wall of the coast range of Northern Queensland is broken by the valley of

the Daintree and by deep ravines, which penetrate into the furthest recesses of the hills. Ridge could be seen rising beyond ridge, and peak beyond peak, invested with the rich colours of the after-glow in the tropics. As night approached the mists and clouds gathered on the topmost ridges assumed a darker hue. The sky became grey and silver, the distant coast a tender violet. In lovely majesty the summit of the Peter Botte Mountain towered above the clouds. Coast
scenery

August 15.—Proceeding during the night with a favourable breeze, we threaded the narrows off Point Archer. Shortly before dawn on August 15 we were off Cooktown. At 8 A.M. we steamed into the harbour. Arrive at
Cooktown

ANALYSIS OF LOG
Rockhampton to Cooktown

	Sail	Steam	Remarks
August 6	214	43	Anchored in Edgecumbe Bay
" 7	77	—	Anchored off Bowen
" 8	50	—	
" 9	64	—	" off Townsville
" 10	43	—	" in Challenger Bay, Palm Island
" 11	22	—	Anchored off Dungeness, Rockingham Channel
" 12	—	24	Called at Cardwell
" 13	—	46	Arrived off Mourilyan
" 14	67	4	
" 15	75	8	
	612	125	
Total distance from Portsmouth	12,480	8,654	Total, 21,134 miles

XI.—COOKTOWN TO THURSDAY ISLAND

Cooktown COOKTOWN is picturesquely situated in an amphitheatre of hills, of which Mount Cook is the most considerable. The small port is formed by the mouth of the Endeavour river. Here Captain Cook beached his vessel for repairs after serious injuries sustained on coral reefs in the vicinity.

Buildings and population Cooktown is well laid out, and there are abundant indications that larger and more substantial buildings will rapidly be substituted for the provisional structures of which the town at present mainly consists. The population is 2,500. The Palmer river gold diggings and some recent discoveries of tin, have attracted a large number of miners. A railway will shortly connect Cooktown with the gold mines. A section of thirty-two miles has been already opened.

H.M.S. 'Harrier' From Cooktown the mails for New Guinea are carried regularly by H.M.S. 'Harrier,' a schooner yacht purchased by the Admiralty. The vessel is under the command of Lieutenant Pike, a dashing officer, who succeeds in maintaining an average speed at sea of nearly ten knots, and fearlessly and skilfully penetrates the Barrier reef through channels never surveyed or laid down on the charts.

The crew of the 'Harrier' lead a very different life from that on board the ironclad from which a

number have lately been drawn for this service. At sea these men are subjected to much discomfort, which they face with highly creditable pluck. I have often alluded to the excessive length of commissions in the British Navy. Men should certainly not remain in the 'Harrier' more than two years.

Arduous
services

By the advice of the Mayor, we drove out three miles on the only road practicable for wheeled conveyances. We were fully rewarded by the picturesque view of the town, the harbour, the river, the coast range, Mount Cook, and the blue sea in the distance.

August 17.—We sailed from Cooktown at 8 A.M. The inner passage from Cooktown to Thursday Island is sheltered from the heaving waves of the Pacific by the natural breakwater of the Great Barrier reef. We were carried forward at a speed varying from eight to twelve knots an hour by the south-east trade wind. We felt the full force of the favourable breeze, unaccompanied by the slightest motion. Along the whole line of the inner passage the navigation is intricate, and demands ceaseless watchfulness.

Leave
Cooktown

Inside the
Great
Barrier
Reef

With the aid of good charts, and in the broad daylight, the navigation presents but little difficulty. By night the risks are greatly increased. The track recommended by the Admiralty has been minutely examined, but small heads of coral may be missed even after a diligent search. New dangers are from time to time reported on the

Difficulty
of the
navigation
at night

More light-
ships
needed

narrow track usually followed by shipping. Great pains have been devoted by Commander Heath, R.N., at the head of the Marine Department of the Queensland Government, in marking out the sunken reefs and rocks by beacons. Three light-ships have been placed at difficult points in the channel affording great assistance to the navigation. More are urgently needed, but it would be unreasonable to look for further expenditure from the Queensland Government. The highway is equally valuable to the trade of all the Australian colonies both with China and the mother country, and if more is to be done the expense should be met from a common fund. The steamers using this route usually employ pilots, and for night navigation their services are indispensable, but I felt that my nautical honour was involved in navigating the 'Sunbeam' without assistance.

Land on a
coral island

On the first day after leaving Cooktown we made a comparatively short run of eighty miles, anchoring in the afternoon under the low coral islands of the Howick group. We went ashore on one of the islands for an hour. The beach is of coral formation. The island is covered with a dense growth of mangroves. We picked up some shells, shot a few birds, and examined a native encampment near the shore. The huts were formed of sticks and thatch, the end facing the prevailing trade wind being closed. The native architecture at its best is of the bird's-nest

order. The débris stripped from a wreck was lying round the huts.

August 18.—Weighed at 5.30 A.M., and scudded before the brisk trade wind until an hour after sunset, when we anchored close by the Claremont Island lightship, under the shelter of a coral reef. The distance covered was 118 miles.

Anchor off
Claremont
Island

The coast which we passed to-day was remarkable for an isolated range of mountains formed of basaltic columns. These mountains rise at a short distance south of Cape Grenville. To the north of the cape the passage recommended skirts a group of islands, named after the great hydrographer Captain Flinders, bare of vegetation but beautiful in the form and colouring of the rocks.

The coast

August 19.—Went on board the 'Claremont' lightship. The master, a Swede, and his wife, a Dane, have been five years in the vessel. They are allowed a month's leave every year, but only avail themselves of the privilege in alternate years. Their rare visits to Brisbane are not an unmixed pleasure. They soon grow tired of the life of cities; as the good wife put it, 'There is too much talk.' The cheerfulness with which a life of isolation is endured by these good people is a lesson to the dull and discontented. The wife was radiant with the happy spirit of contentment. Her cabin was a model of neatness. They had a large collection of corals on board, which they

The occupants of
the 'Claremont'
lightship

most liberally presented to us. Another distraction is found in painting, by no means discreditably, landscapes on sea-shells. The lightships are visited by the local service mail steamers once a fortnight.

A coral
reef

We pulled from the lightship to the reef. It is a bare heap of sand and coral, save on its highest part, where a few tufts of coarse grass are growing. Here we found a native of St. John, New Brunswick, brought up, as he told us, by foreign parents, engaged in the business of collecting *bêches-de-mer*, or dried sea-slugs, for which there is a large demand in China. This white man had in his employ thirty natives. He had five fine boats, which are constantly at work inside the Great Barrier reef. The money embarked in this enterprise had been advanced by a bank at Cooktown. How little do depositors in banks realise the manifold applications of the capital which they have been instrumental in providing! The solitary white man surrounded by natives carries his life in his hands. Instances of treacherous attack during sleep are numerous and probably provoked by harsh and cruel treatment.

A strange
application
of capital

Bêches-de-mer

Bêches-de-mer command a high price. We were shown the accumulated casks full of this unattractive edible, representing a value of many hundreds of pounds. The head of this establishment was living miserably in a shelter formed of tattered canvas and battered sheets of corrugated

Industry
under
difficulties

iron. His food was of the rudest. His dress was ragged. The pest of flies was intolerable. It was evident that he had the power of command and organisation, and that he was not without education. He produced the Admiralty charts of the coast and Barrier reef, with large additions to the delineation of the reefs from his own explorations.

We weighed at 11.30, and anchored under the Piper Islands an hour after sunset. Distance, Piper
Islands eighty-five miles.

August 20.—Weighed at 5.30 A.M. Rounded Cape Grenville and the adjacent group of islands at a tearing pace, with a strong trade wind on the beam. From this point to the entrance of the Albany Pass, a distance of sixty miles, the sterility of the coast is truly appalling. It consists of bare and burnt up sand-hills, red cliffs, and black volcanic hills. The pass is a narrow strait, three miles in length and a little more than half a mile wide, separating Albany Island from the north-eastern corner of the great Australian continent. The tides run through the pass at six knots an hour. As we were heading the tide we boldly entered the pass under sail, and made a running moor in the slight indentation of the island shore designated on the charts as Port Albany. The scenery of the pass is pleasing. The shore on either hand is hilly and well wooded. Sterility of
the coast

On the mainland a small Government establishment was formerly maintained and garrisoned Anchor at
Port
Albany

The
Jardines

with marines. This settlement has been transferred to Thursday Island. The old mess-house is now occupied as a cattle station by Mr. Jardine. The Jardines originally came up to Somerset from Rockhampton some twenty-five years ago. North Queensland was in those days an undiscovered country. The journey occupied a year and a half. The difficulties in bringing herds of cattle through a vast region with no known tracks, and full of hostile and treacherous natives, may readily be conceived. A visit to these countries can alone enable the dwellers in settled and civilised lands to realise the hardships and privations endured by pioneers.

Somerset

August 21.—In the afternoon visited the station at Somerset. Had a thorough drenching in crossing the pass. The south-east trade blows through with the force of a gale, and when the tide is ebbing, a short sea gets up, which is much felt in a small boat. Returning from the mainland we landed on Albany Island. It is not cultivated, but cattle find some scanty pasture.

Leave Port
Albany

August 22.—Sailed across to the Thursday Island group. The navigation is simplicity itself as compared with the narrow channels between sunken rocks and reefs through which we have been threading our way from Cooktown. The dangers even here were illustrated by the wreck of a fine barque which we passed high and dry on the north-west reef.

The reefs round Thursday Island afford a

tempting opportunity for the perpetration of those rascalities of the sea which will never cease so long as the owners of ships are allowed to insure for the full, or more than the full, value of their property. A recent instance has occurred in the case of a barque, under Austrian colours, which we had met both at Adelaide and Newcastle. In the broad daylight the vessel was deliberately steered on to a reef, scuttled, and abandoned by the master. He took with him a portion of his crew, leaving eleven Englishmen on board. He made for Thursday Island, and sold the ship and her cargo of 1,800 tons of coal for 5*l*. The vessel was got off at a cost of 30*l*., and is now lying at Thursday Island.

Rascalities
of the sea

We entered Normanby Sound from the western entrance and therefore against the south-east monsoon. Here for the first time since leaving Cooktown we made use of steam. Our average speed under sail, since we reached the zone of the trade winds, has exceeded ten knots an hour.

Normanby
Sound

The eastern coast of Australia, which we were now quitting after so many weeks of interesting navigation, is classic ground for the seaman from its associations with Captain Cook, its first discoverer, to whose happy faculty of nomenclature are due the appropriate names which have ever since been retained for the most prominent parts. On his voyage from New Zealand in 1770 Captain Cook first struck the east coast of Australia at Point Hicks, so named from the first lieutenant of the 'Endeavour,' who first sighted it. Steering

Nomen-
clature of
coast by
Captain
Cook

northwards, a fancied resemblance to the animal suggested the name of Mount Dromedary. The name Point Upright was given because the land rose in a perpendicular cliff. A remarkable peaked hill, which resembles a square dove-house with a dome at the top, was called the Pigeon House. Cape George was first seen on St. George's Day. Red Point indicates the colour of the land about it. The great quantity of plants collected suggested the name of Botany Bay. Cape Three Points was so called because some lands projected in three bluff points. Three hills bearing some resemblance to each other were called the Three Brothers. A point on which fires were seen that produced a great quantity of smoke became Smoky Cape. A peaked mountain, which indicated the position of dangerous shoals, was called Mount Warning. The extremity of the shoals is Point Danger. Sandy Cape received its name from two large patches of white sand, and Break Sea Spit because inside it Captain Cook found smooth water. In Bustard Bay he was regaled with the best bird he had eaten since he left England. Cape Capricorn lies directly under the tropics of that name. Cape Manifold was so called from the number of high hills which appeared over it. Thirsty Sound is an inlet which afforded no fresh water. Whitsunday Passage was discovered on Whitsunday. Near Magnetical Isle it was perceived that the compass did not traverse well. Trinity Bay was discovered on Trinity Sunday. Cape Tribulation

was the last land seen before the 'Endeavour' struck on a coral reef, on which she was nearly lost, and the river in which she was refitted is called the Endeavour river. The disappointment at not finding a passage to the northward was commemorated in the name given to Cape Flattery. Going ashore to a high point to obtain a distant view of the coast, Captain Cook called it Point Lookout. A conspicuous island on the present inner route to the Torres Straits was called Lizard Island, because no other animals were seen. The islands which, by their position, enable the navigators of to-day to pass through the Barrier reef by the channel discovered by Captain Cook, were named Direction Islands. The list could be continued to an indefinite length. The names commemorate—as it is fitting that they should—the daring adventures and trying experiences of the bold and skilful navigator, the precise observer and admirable leader of men to whose explorations Britain owes the creation of those new Britains which already constitute so large a portion of the Empire, and which have before them such a splendid future.

Thursday Island belongs to a group divided from the continent of Australia by the Endeavour Strait. The Prince of Wales Channel, which is the best passage between the Pacific and the Eastern Archipelago, forms the boundary of the group to the north. From this channel the islands derive their name and their commercial importance.

Thursday
Island

Traffic
through
Torres
Straits

The Torres Straits route is the most direct between Australian ports and Canton, and between the Queensland ports and Europe. In 1884, 397 ships, aggregating 302,029 tons, passed Coode Island through the Prince of Wales Channel.

The
anchorage
and de-
fence of
Thursday
Island

The anchorage off Thursday Island is commodious and safe, with depth sufficient for vessels drawing twenty-three feet. Sir John Coode recommended that the coaling station should be removed from Thursday Island to Coode Island, and that the anchorage in Bertie Bay should be protected by a breakwater. A large expenditure would be necessary, and there does not appear any adequate reason for the change. On the other hand, there should be no hesitation or delay in incurring the expenditure required to protect the stores of coal at Thursday Island from the raids of hostile cruisers. The position is so essentially an Imperial concern that the whole charge cannot fairly be thrown upon Queensland. The amount to be provided is inconsiderable. Light guns and earthworks would be a sufficient defence. The garrison should be furnished from the marines, as proposed for King George's Sound.

Thursday Island and the adjacent group may be compared with the Orkneys. The resemblance is great in the distribution of land and water and in the hydrographical conditions generally. It disappears when you gain the shore, and contrast the roadless waste and improvised dwellings of corrugated iron with the trim streets,

solid structures, and pervading comfort of Kirk-wall.

The population of Thursday Island numbers some 400 in the little settlement and 2,000 in the district. The island is the centre of a pearl-shelling industry, which last year yielded 572 tons, valued at 70,602*l*. A temporary falling off has taken place owing to the removal of a number of boats to the north-west coast of Australia. During the prevalence of the south-east monsoon the waters on the north-west coast are sheltered, while the Torres Straits are exposed to an almost incessant gale. In the north-west monsoon the conditions are reversed. The Torres Straits are sheltered. The fishery on the north-west coast becomes impracticable. Hurricanes, such as recently caused a disastrous loss on the west coast of Australia, are not felt in the straits. Attention has now been directed to the coasts of New Guinea, where large beds of pearl shell have been discovered. This fishery can be carried on from Thursday Island.

Population
and in-
dustry of
the island

The pearl-shelling industry is prosecuted by several firms mostly located at Sydney, and represented at Thursday Island by agents, who have retired from commands in the merchant service. Each firm has an establishment on shore where the shells are cleaned and packed for exportation, and repairs to boats and diving apparatus are effected. The boats are under the command of the divers, many of whom are

The pearl
shelling
industry

coloured men. The crews are recruited from Manilla, the South Sea Islands, and the Eastern Archipelago. The divers are down from three to four hours a day. They earn from 300*l.* to 400*l.* a year. Seven fathoms is the best depth of water in which they can work. Twenty-three fathoms is an extreme depth.

Leave
Thursday
Island

August 25.—Weighed at daylight and proceeded under steam for a cruise of exploration in the great North-east Channel, which is generally used by ships bound from the Pacific to India, the Archipelago, and China.

Through
the
Flinders
Passage

We went out through the Flinders Passage. As we entered the open waters we encountered a short choppy sea, more distressing to landsmen than the longer billows of the open ocean. The North-east Channel has deep water, and the water space is ample for daylight navigation, but innumerable reefs and islands lie in the track, affording protection from the ocean waves, but calling for constant care and watchfulness. The day was passed in taking cross-bearings and reconnoitring from aloft. We anchored shortly after sunset under the lee of Yorke Island, distant from Thursday Island ninety miles.

Anchor off
Yorke
Island

The sailing directions are full of warnings as to the hostility of the natives. This is no longer to be apprehended. All the islands in this part of the Pacific have been declared under the protectorate of the Government of Queensland. They are frequently visited by the resident at Thursday

Island. The chiefs of the several islands have been supplied with boats to enable them to render assistance to vessels in difficulties.

August 26.—Weighed at daylight: at 10 A.M. anchored in an excellent roadstead under the lee of Darnley Island. This island differs from those passed in our navigation yesterday, which were mostly low and of coral formation. Darnley Island is volcanic, its highest peak rising to a height of 610 feet. From its elevation it forms a valuable guiding mark for shipping entering the North-east Channel. This island is a smaller Tahiti, with the characteristic vegetation of a tropical island—palms and bamboos—on the higher ground. On the shore each indentation of the land has its grove of cocoa-nuts and its picturesque collection of native huts.

Proceed
and anchor
off Darnley
Island

Mr. Milman, the Government Commissioner at Thursday Island, was kind enough to embark in charge of our expedition, and we had as a passenger Mrs. Hunt, the wife of a missionary who has just arrived from England, and who is proceeding to the mission station on Murray Island. On landing the marks of British authority were promptly displayed. The natives who ran the boat ashore through the surf wore ribbons inscribed with the words 'Water Police.' On the beach were two other natives, gaily attired in the uniform of the Queensland Native Police.

Land on
the island

The natives are now thoroughly peaceable. Native teachers have been sent to every inhabited

Progress of
the natives

island from the central station at Murray Island. Christianity is universally professed. We met at Darnley the missionary vessel from Murray Island. Mr. Savage, who has been alone at Murray for the last thirteen months, was on board.

Murray
Island and
work of
London
Missionary
Society

Murray Island is a central station established by the London Missionary Society for the training of native teachers, chiefly volunteers from the South Sea Islands. When fully prepared for their work these teachers are distributed to the islands adjacent in the North-east Channel, or on the Fly river in New Guinea, which is worked from Murray. Further east the missions of New Guinea are administered from Port Moresby. Opinions differ as to the practical success of the missionaries. The condition of Darnley Island is a proof of their success. In Treachery Bay, in 1793, a party landing from a New South Wales vessel met the tragic fate which is suggested in the name. To-day we were received by the people with touching cordiality, and saw on all sides the indications of material well-being already described. The improvement is the work of the missionaries.

Missionary
work in
New
Guinea

We spent a day at Darnley, lunching under some shady trees by the simple building used as the church; and had many friendly talks with the natives. We heard from Mr. Savage and Mr. Hunt the experiences of missionary work in New Guinea. The beginnings in this as in everything

are the hard part. The native teachers in New Guinea are in constant jeopardy, yet when they perish there is never any lack of volunteers in the South Sea Islands, who come in a spirit of Christian heroism to take the place of their martyred brethren.

The natives at Darnley Island are a fine race physically, and immensely in advance of the natives of Australia in intelligence and civilisation. They cultivate methodically the yam and the sweet potato. They possess poultry and pigs. Their huts are excellent and their clothing good. English is widely known. Their manner is most friendly. The *bêche-de-mer* fishery is carried on from this island by several South Sea Islanders who possess good boats for the purpose.

The
natives of
Darnley
Island

August 27.—Returned to Thursday Island from Darnley. The distance is 115 miles. We made the passage under sail at an average speed of eleven knots, and brought up after sunset in the Flinders Passage, under the lee of Horn Island.

Return to
Thursday
Island

We have now thoroughly explored the two main passages converging at the Torres Strait from the outer waters of the wide Pacific.

XII.—PORT DARWIN TO MAURITIUS AND THE CAPE

THE 'Sunbeam' arrived at Port Darwin on September 6, under such circumstances as render it impossible to offer any description from personal observation. Some extracts may, however, be

Arrive at
Port
Darwin

given from a lecture delivered in Adelaide on May 19, 1887, by Mr. Parsons, the Government Resident.

Description of Palmerston by Mr. Parsons

Palmerston, the name given to the settlement at Port Darwin, is beautifully situated on wooded headlands, jutting out into the harbour, in whose ample waters it is no figure of speech to say the navies of Europe could be anchored. The buildings have been erected with considerable taste. A fine esplanade has been laid out along the sea front. The electric wire connects Palmerston with all the great colonies of Australia. In constructing the overland telegraph from South Australia, a great middle section of the continent was discovered, capable of producing pasture for tens of millions of sheep and millions of cattle and horses. The first section from the north, of what will eventually be the Trans-Australian Railway, has been commenced, and is being carried out with energy by Messrs. Miller, the well-known Melbourne contractors for public works.

Area, &c. of northern territory of South Australia

The total area of the northern territory of South Australia is 523,620 square miles. Within this vast expanse are stony wastes and waterless tracts, vast rolling downs, wide grassy plains, rich alluvial flats, large navigable rivers, and metalliferous areas, exceptionally rich in tin, coal, copper, and silver. Thus far mining has been more successful than agriculture. The Chinese have alone been able to accomplish anything in cultivation. They have gathered harvests of rice and sugar cane from

the limited areas which they have taken in hand. On the banks of the rivers coffee could be grown in many places.

The climate is tropical, and malaria with its fever and ague is prevalent. The mean temperature of the year is 75 degrees, and the thermometer has never been seen lower than 68 degrees. The atmosphere is dank, steamy, and heavy with moisture during the wet season, and dry, parching, and malarial during the dry season.

Port Darwin is the nearest point of communication by cable and mail steamer with the civilised world.

From Port Darwin to the Cape of Good Hope, and thence to Sierra Leone, the voyage lay for the most part within the zone of the south-east trades. Rodriguez Island was sighted on September 26, and Mauritius was reached on September 29. It is a painful task to attempt to describe scenes which might have been painted with brighter touches by another writer. To give the daily life, which, needless to say, was very sad, I will not attempt.

Mauritius is one of the few ports in which sailing ships still hold the field against steamers. It was filled with a noble fleet. As a mark of sympathy, which touched us deeply, their flags were hoisted at half-mast as soon as our sad intelligence became known.

Viewed from the anchorage of Port Louis, the island of Mauritius presents a scene of much

Climate

Port
Darwin

Leave Port
Darwin and
arrive at
Mauritius

Port Louis,
View from
the ancho-
rage

beauty. A chain of peaks and craters of picturesque and fantastic forms runs through the island from end to end. The needle-shaped Peter Botte, 2,784 feet, and the Pouce, 2,707 feet, are conspicuous summits. All the mountains are of volcanic formation. Their barren precipices are blue and purple, and their vegetation, watered by frequent and abundant showers, is of the richest green. The landscape displayed admirable effects of colour, varying with every change from rain to sunshine.

**Botanical
Gardens**

The Botanical Gardens and the Observatory are the most interesting objects which Port Louis offers to the passing traveller. The gardens are lovely. The lakes, surrounded by palm trees and a most rich and abundant tropical vegetation, are a charming feature. The fine and rare specimens in the gardens included the Traveller's tree, abounding in water, the *Ruffia* palm from Madagascar, the lettuce-headed palm, the talipot palm; the *Latania aurea* from Rodriguez, and another variety of *Latania* from Round Island.

**The Obser-
vatory**

The Observatory, under the supervision of Dr. Meldrum, is chiefly devoted to meteorological and astronomical investigations. In addition to these subjects, observations of the solar spots are taken daily, and transmitted monthly to the Solar Physics Committee in London. The transit of the moon has been observed with much success. Sea observations from the log books of vessels touching at Mauritius are carefully recorded. The

tracks and positions at noon of 299 tropical cyclones, which swept over the Indian Ocean south of the Equator from 1856 to 1886, have been laid down on charts, and are ready for publication. The in-curving theory of cyclones, as worked out by Dr. Meldrum, is now generally adopted, and it would appear that the rules given for the guidance of ships in the Southern Indian Ocean have been the means of saving much life and property.

On the second day of our short stay we paid a quiet visit to the acting Governor. The recent political convulsions in Mauritius, in connection with Sir John Pope-Hennessy, had by no means subsided. During his leave of absence the Governor was being represented, with admirable tact and judgment, by Mr. Fleming, who had already succeeded in establishing amicable relations with both sides. The Creole population of Mauritius, though only in a slight degree of French descent, yet speak in patois, and take a certain pride in claiming a French nationality. Considerable jealousy exists between the English and French residents in Mauritius. This has been unfortunately increased by the proceedings of Sir John Pope-Hennessy. The mass of the population of Mauritius are of mixed race, descendants of the coolies employed on the plantations. French—or rather patois—speaking Creoles come next in point of numbers. The Chinese are the universal shopkeepers.

Political
dissensions
in Mauri-
tius

Being about to cross a stormy part of the

ocean, I asked for information at the Observatory, and was at once supplied with the following return. I give it as evidence of the great number of facts, of value to seamen, which have been brought together :—

Wind record for six years

Gales to the southward of Mauritius in October, during the last six years, as far as is known

Years	Days	Latitude	Longitude	Remarks
1881	October 7-10	33°-43°	24°-54°	Strong gale
"	21-24	35°-38°	23°-49°	" "
"	23-31	34°-40°	14°-40°	Strong gale, heavy rain and thunder
1882	1-4	33°-41°	27°-57°	Whole gale
"	7-12	34°-39°	14°-39°	Whole gale, hail and lightning
"	23-27	34°-38°	16°-37°	Strong gale
1883	3-8	32°-41°	37°-86°	" "
"	9-12	35°-40°	31°-74°	" "
"	23-31	35°-39°	17°-48°	" "
"	25-27	29°-22°	52°-56°	" "
1884	1-2	36°-37°	46°-50°	Whole gale
"	9-12	36°-40°	8°-19°	Strong gale
"	22-26	36°-37°	46°-54°	" "
"	28-30	37°-38°	33°-41°	Whole gale
1885	1-4	30°-38°	8°-40°	Strong gale, thunder and lightning
"	11-12	29°-38°	25°-33°	Heavy gale
"	19-20	35°-38°	18°-22°	Strong gale and heavy rain
1886	5-10	36°-40°	40°-54°	Furious westerly gale
"	22-23	38°-39°	32°-36°	Strong gale
"	23-25	40°-41°	18°-24°	" "
"	29-30	38°-39°	38°-48°	" "

NOTE.—Most of the above gales were south of latitude 34°. There are similar data for each month since 1848.

Later in the day we ascended the Pouce. It commands a view over the harbour of Port Louis and the interior of the island. The broad and

shallow valleys, green with sugar cane, reminded us much of our own South Downs. From the Pouce we drove to the residence of a relative, who is the owner of extensive sugar cane plantations. The staple industry of Mauritius is the cultivation of sugar. More than 100,000 tons are annually exported. India and Australia are the chief markets. The bounty on the production of sugar in France and Germany has driven the sugar of Mauritius altogether out of Europe. Mauritius received a heavy blow from the opening of the Suez Canal, but it still possesses abundant resources. The wealth of the island may in some degree be measured by its public revenue, which amounts to no less than 700,000*l.* a year. Mauritius produces scarcely anything required for its own consumption. It imports rice from India, grain from Australia, oxen from Madagascar, and sheep from the Cape.

The sugar
industry of
the island

Our last morning at Port Louis was devoted to the defences and the docks. Progress is being made with the improvement of existing defences and the construction of new forts. The works are well advanced, and the guns are promised shortly from home. Mauritius possesses three graving docks. The Albion Dock could be readily enlarged to receive a ship of war. It would be a wise policy on the part of the Government to assist in the work.

Defences
and docks
of Port
Louis

The passage from Port Louis to Algoa Bay occupied eleven days. To the southward of the

Leave
Mauritius

Arrive at
Port
Elizabeth
The town
of Port
Elizabeth

Trades, off the coast of Natal, a short but severe gale from the south-west was encountered. The gale was followed by a fresh breeze from the east, which carried the 'Sunbeam' rapidly to Port Elizabeth, arriving October 12. Port Elizabeth from the sea has the aspect of a small Brighton. On landing it presents many indications of prosperity in its pier, railway station, municipal buildings, streets, shops, and excellently appointed and hospitable club. The residential quarter is happily situated on elevated ground, swept by refreshing breezes from the ocean. A large space is covered with good houses and well-kept lawns. The public gardens are a great feat of horticulture. The arid and sterile soil has been converted by liberal irrigation into a green oasis, containing groves of palms and a varied tropical vegetation. The anchorage is protected from all winds except those from the south-east.

Trade with
Kimberley.
Diamonds

The prosperity of this active commercial centre is due to the trade carried on with Kimberley, of which it is the port. The value of the diamonds produced at Kimberley was estimated for 1883 at 2,359,000*l.* ; 1884, 2,562,000*l.* ; 1885, 2,228,000*l.* ; and 1886, 3,261,000*l.* As yet, the price per carat shows no tendency to decline. The work of mining for diamonds gives employment to a large amount of well-paid labour. Some 2,000 white *employés* are engaged at an average wage of 5*l.* 9*s.* per week. Twelve thousand coloured men are working under their direction, their earnings exceeding 1*l.* per week.

Port Elizabeth is the chief *entrepôt* for ostrich feathers. The value of this article of export for 1886 was over half a million sterling. The process of selling the feathers by auction is one of the most singular business transactions at which it has been my lot to assist. One of the buyers in attendance, on the occasion of our visit, represented a London firm, and is said to be making an income of over 1,000*l.* per year. A spirited effort is being made to establish an *entrepôt* for the Cape wines at Port Elizabeth. We visited the extensive cellars under the public market, in which a company has opened a business, which it is intended to conduct in accordance with the most approved methods of treatment in the wine growing districts of Europe.

Sale of
ostrich
feathers

A day was spent at Port Elizabeth, and two days of rapid sailing before an easterly wind brought the 'Sunbeam' into Table Bay on the morning of October 15, just in time to gain the anchorage before one of the hard gales from the south-east, which are not unfrequently experienced at the Cape, set in. Between Port Darwin and the Cape the distance covered was 1,047 knots under steam, and 5,622 knots under sail. The average speed under steam and sail was exactly eight knots. In the fortnight, October 13 to 27, 3,073 knots, giving an average speed of nine knots an hour, were covered under sail alone, with winds of moderate strength. Balloon canvas was freely used.

Leave
Port
Elizabeth.
Arrive
in Table
Bay

Table
Mountain

Table Mountain is admirably described by Hübner as a mighty buttress confronting the restless billows of the Southern Ocean. It was covered on the morning of our arrival with the beautiful wreaths of mist which have so often excited the admiration of travellers. A strong south-east gale was blowing on the occasion. When these winds prevail they drive the vapours from the ocean over the flat summit of Table Mountain, whence they descend like a veil floating in the air, and covering with graceful folds the steep precipices of its northern face.

Table Mountain presents to the dwellers in Cape Town a scene of beauty which changes from hour to hour. Every veering of the wind brings some new yet ever graceful adjustment of a mantle of vapour, seldom cast aside, which is sometimes silver, sometimes purple, and from time to time subdued to a sombre tone by an approaching fall of rain.

In former years many and disastrous were the losses of life and property in Table Bay. Gales from the N.W. and the N.N.E. are frequent in the winter, and blow occasionally with resistless fury. In the old sailing days ships caught at anchor in the Bay by one of these terrible storms were doomed to destruction. By the enterprise of the Colonial Government, and the skilful engineering of Sir John Coode, a wide area of sheltered anchorage is now afforded. The breakwater has been extended to a length of 560 yards, and a

Break-
water in
Table Bay

further extension is far advanced, which will give a total length of breakwater of 1,500 yards.

A wet dock has been formed, capable of receiving the largest steamers in the ocean mail service and broad enough for an ironclad. The principal dimensions are—length, 500 feet; breadth, 20 feet; depth, 26 feet. An outer harbour, 44 acres in extent, will be gradually formed under the protection of the breakwater. When these works are completed, Cape Town will afford advantages to shipping such as are scarcely exceeded in any port of Great Britain.

A large dock

Cape Town contains not a few buildings of which the inhabitants of an older capital might justly be proud. The House of Assembly is a noble structure. The admirably kept and beautifully situated Observatory, the banks, the railway station, and the docks are all excellent. The Botanical Gardens, and the shady avenue dividing them from Government House, would add a charm to the finest capital in Europe.

Cape Town

As an instance of successful private enterprise, I may quote the large wholesale and retail establishment of Messrs. Thorne & Stuttaford, founded by two enterprising men who commenced their career at the Cape thirty years ago as shop assistants. It has grown into a great emporium, containing over 35,000*l.* worth of goods, and with branch establishments at all the principal towns in Cape Colony.

Establishment of Messrs. Thorne & Stuttaford

Considerable as are the attractions of Cape

The sub-
urbs of
Cape Town

Town they are far exceeded by the charm of its beautiful suburbs, extending for some miles along the foot of Table Mountain on its eastern side. The country is richly wooded, chiefly with our own English trees, and abounds with pleasant buildings, surrounded by gardens bright with the flowers of the summer of our Northern latitudes. The scene recalls the most favoured part of Surrey. The cantonments of the troops at Wynberg, on a well-wooded plateau, have all the lovely features of an English park.

Visit to
Constantia

We made an excursion with Sir Gordon Sprigg and his family to Constantia, where the Government have purchased an old Dutch manor house, and are cultivating the vine under the superintendence of Baron Von Babo, with the view of producing wines on the most approved European principles. Our host has made one of those interesting and honourable careers for which colonial life offers so many opportunities to those who know how to use them. He began life in the gallery of the House of Commons, as a reporter of debates, in the days of Cobden. As Premier of a Colonial Parliament, he has had an opportunity of applying the maxims of political wisdom gathered from a close observation of our own Parliamentary proceedings.

Sir Gordon
Sprigg

Visit to
Stellen-
bosch

Another excursion was made to Stellenbosch, a characteristic example of the old Dutch towns of the Cape Colony. We were under the guidance of Mr. Hofmeyer, and Mr. Tudhope, the Colonial

Secretary. The journey from Cape Town occupied an hour by railway. Stellenbosch is in many ways a perfect reproduction of a country town in Holland. If we miss the canals, we have the domestic architecture and the fine avenues running through the principal streets. These features give to this distant settlement in South Africa, not one of whose inhabitants probably has ever visited Holland, a marked Dutch aspect.

On our arrival at Stellenbosch we were driven, under the guidance of the Mayor, to the University, where a mixed staff of Professors, English and Dutch, are doing excellent work in education. We were received by a guard of honour, furnished by the students' Volunteer Corps. Having inspected the University buildings, we drove out to an old Dutch farm, under a burning sun, and through a country in which the foliage of the temperate and the tropical zones was closely intermingled.

The farm we visited comprises an extensive range of buildings, with an excellent dwelling-house, roomy stables, and large stores filled with butts of wine, which are characteristic of the district. The buildings form a large quadrangle, surrounding a plot of grass shaded by noble trees. The situation of the farm is very striking. It stands in a deep valley, green, fertile, and well-watered, but completely hemmed in by mountains of volcanic formation some 4,000 feet in height, beautiful in form, but entirely devoid of vegetation. The proprietor received us most kindly. His

command of English was quite remarkable. We afterwards learned that he holds the post of interpreter to the Supreme Court, and that farming is only a recreation. Happy are all cultivators of the soil, at the Cape not less than at home, who can give themselves to the pleasant occupation of agriculture without too grave solicitude as to financial results. Want of rain and the phylloxera are constant anxieties at the Cape. We observed that the field labourers were invariably men of colour. Their earnings do not exceed one shilling per day.

Cape
politics

Cape politics have been a fertile source of trouble and anxiety to the British Government at home. With the necessarily imperfect knowledge of local circumstances, it is impossible, from London, to deal in a satisfactory manner with the relations between the Government of a distant colony, and neighbours so little known as the Boers, and savages so rude as the Kaffirs and Zulus. Our errors of the past will not be repeated, if only we resolve firmly not to fetter the discretion of the local Governments, which, in pursuance of a wise policy, we have called into existence.

President
Kruger

The visit of President Kruger, of the Transvaal, to President Brand, of the Free State, was a prominent topic at the time of our visit. It had led to the delivery of a speech by Mr. Kruger, in which he had declared the determination of the Boers to preserve their complete independence. In

the Cape Colony, people are more interested in the establishment of railway communication with the new goldfields within the borders of the Transvaal than in the question of political union. As yet a certain reluctance is manifested by the Boers to establish railway communication with the Cape. An English company has made a railway from Delagoa Bay to the Transvaal frontier, and the line will shortly be extended to Pretoria. In the meanwhile the people of the Cape Colony are desirous of extending their system of railways, already 882 miles in length, into the interior. Considerable discoveries of gold have recently been made within the limits of the Transvaal, but close to the border, and all the workers at the mines are Englishmen from the Cape Colony. Permission to establish railway communication with this newly discovered gold-mining district will be ultimately granted.

Extension
of railways

Among the Boers of the Transvaal a large number are friendly to the English. Once connected with the Cape by railway, and by a Customs union, which has been much under discussion, the Cape Colony and the Transvaal will be for all practical purposes of trade united. A divided administration of government in a country of such wide extent is an unmixed advantage.

Customs
Union be-
tween Cape
Colony and
Transvaal

It was particularly gratifying to hear from Mr. Hofmeyer, the head of the Dutch party in the Cape Parliament, and a most able representative of the Colony in the late Colonial Conference, how

Position of
the Dutch
at the Cape

entirely satisfied his people are to live under British rule as now conducted. The Dutch colonists at the Cape have no personal relations with Holland. While they look back upon their former connection as an interesting historical association, the protection which England affords against the occupation of the Cape by some other foreign power is a practical boon, and greatly valued. The Cape Colony has so extended its territories that the native races have been brought into a permanent condition of peace. In the last ten years jealousies of race have subsided, and the native power has disappeared. The railways have become a factor of union. They will lead to closer relations between the Free State, the Transvaal, and the seaboard colonies. Unity in feeling and action, on the part of the two English speaking and Dutch speaking races, is the true key-note of future policy.

The native
races

Judging from such indications as came under our personal notice, the native races, so far from being a source of weakness, are a great strength to the colony. The Indians in North America, the Maoris in New Zealand, the aborigines of Australia, have disappeared or dwindled away before the white man. The Zulus and Kaffirs have proved themselves capable of adopting and promoting civilisation. They show in numerous instances a high appreciation of the blessings of education. They are ready to labour on the farms, on the railways, and in the mines. They

are content to live under the rule of a superior race.

Material prosperity has been greatly advanced by the discoveries of gold, the opening up of goldfields, and the large amount of wealth which has been derived from the exportation of diamonds.

XIII.—ST. HELENA, SIERRA LEONE, FAYAL,
AND PORTSMOUTH

THE 'Sunbeam' left Cape Town on October 24. St. Helena was reached on November 3. Like all the islands of the Atlantic it is of volcanic formation. It presents to the ocean on every side a coast line of precipices, sharp peaks, and gloomy chasms. The contorted shapes of rock and mountain give a powerful impression of the tremendous forces of nature in a period of volcanic activity. The landing place for St. Helena is under the lee of the island, at Jamestown, a small town depending entirely on shipping.

Above Jamestown for some 2,000 feet the country is inexpressibly sterile. At a higher level the soil is watered by the frequent showers brought up from the ocean by the south-east Trades, and covered with a rich carpet of grass. In every sheltered dell the growth of timber is abundant and varied, combining the trees of the tropics with those of our English latitudes. The watercourses

Leave Cape
Town and
arrive at
St. Helena

St. Helena

Jamestown

Scenery of
the island

are innumerable. The bed of every stream is filled, and every bank is covered with lovely masses of water-lilies. The scenery of the island is most beautiful. The Acting Governor occupies a fine country house surrounded by a noble park. It is sad to visit Longwood, and reflect on the intolerable weariness of such a place of confinement to the victor in many battles, and the former arbiter of the destinies of Central Europe.

Ascension The 'Sunbeam' touched at Ascension on the
Arrive at 7th and reached Sierra Leone at 9 P.M. on
Sierra November 14. In this section of the voyage the
Leone distance under canvas was 3,327 knots, the average
 speed 7.7 knots, and the distance under steam 289
 knots, with an average speed of 7 knots. The
 south-east Trades were light, and balloon canvas
 again proved extremely serviceable.

Sierra Leone The British settlements on the West Coast of
Africa date from 1672, when the British African
Company was first formed. Sierra Leone was
ceded to Great Britain in 1787 by the native
chiefs, and was made a residence for freed slaves
from the United States and the West Indies. It
lies in the seventh and eighth degrees north latitude.
The British protectorate is estimated to
Freetown extend over 3,000 square miles. Freetown, the
capital, is built on a peninsula about eighteen
miles long. The town is backed by mountains of
considerable elevation, richly wooded, and beautiful
in outline. The streets are laid out with regularity
on ground sloping rapidly to the river. The

houses are of wood, and the roadways are unpaved. The population is 37,000.

At Sierra Leone the Church of England is strongly supported by the Church Missionary Society. It has a large body of adherents, and is the see of a Bishop. It has a college, affiliated to the Durham University, which has turned out coloured students of distinguished ability. My friend Mr. Blyden, author of 'Christianity, Islam, and the Negro Race,' is a distinguished leader of the higher culture among the negro race.

The
Church

The trade of Sierra Leone, in common with that of the Gold Coast generally, consists mainly in the exportation of the palm kernel, from which an oil is extracted largely used in the manufacture of soap and candles. Marseilles and Hamburg are the chief centres of this business. The imports are mainly Manchester goods and spirits. The trade has fallen off in recent years owing to the constant warfare among the tribes bordering on the colony.

Exports
and im-
ports

The greatest excitement prevailed in Sierra Leone at the time of our visit. An expedition was being sent to punish the Yonnies, a neighbouring tribe, for frequent deeds of violence to British subjects. It achieved a rapid success. The forces engaged consisted of the men of the West India Regiment and some seamen from the ships. Sir Francis de Winton was in command, supported by Major Piggott and Captain Brown. Sierra Leone is the head-quarters of the West India

Expedition
against the
Yonnies

Regiment stationed on the West Coast of Africa. Their number is four hundred. The barracks are a large and airy range of buildings, in a commanding situation on the heights above the town.

Official resi-
dence of
governor

We breakfasted with the Acting Governor. An old fort has been adapted as the official residence. Its thick walls, originally built as a defence against the bullets of an enemy, give some protection from the heat of the African sun. The ramparts afford a shady walk, commanding lovely views of the town and harbour beneath, and the noble amphitheatre of mountains above. Sierra Leone would be delightful but for its climate and the fevers which it brings.

Leave
Sierra
Leone
Call at
Porto
Praya

The 'Sunbeam' left Sierra Leone at sunset on November 15 under steam. The north-east Trades were picked up in latitude 11° N. A call of a few hours was made at Porto Praya on November 19. The French frigate of instruction for cadets, the 'Iphigénie,' a tautly rigged ship of 4,000 tons displacement, had anchored on the previous day. Porto Praya wears the air of decay so commonly observable in foreign settlements under the Portuguese flag. The country is fertile, but progress is checked by the great weight of taxation, the public income being misapplied in keeping the unemployed in unprofitable idleness. We noticed a considerable number of able-bodied men hoeing weeds in the public square.

We found three kind Englishmen leading a

life of exile in charge of the station of the West African Telegraph Company. St. Vincent is the only island of the Cape de Verdes which has any trade; as a coaling station it is much used by steamers on the South American route.

On the day after leaving Porto Praya the 'Sunbeam' lay becalmed under the lee of St. Antonio. The anchorage used in 1876 was in view, as was also the house and plantation of which a drawing is given in Lady Brassey's 'Voyage in the "Sunbeam."' There were many sad reminiscences as the former track of the 'Sunbeam' was crossed. On November 29, without warning from the barometer, a strong gale commenced from the east, and lasted without intermission for four days. Under low canvas and close hauled, the 'Sunbeam' gallantly struggled forward, making 130 knots on November 29, and on the three following days 112, 57, and 92 knots respectively. While hove to in this gale the canvas was severely punished. All the lower sails were more or less damaged, and sail was reduced to storm trysails. Two large barques were passed lying-to under lower main topsails and mizen storm staysails. At dawn on December 2, Fayal was sighted.

The gale was blowing dead on shore at Horta, and it was preferable to run for shelter under the lee of the island. As we closed the land, grand effects were produced by the clouds and mists driving before the gale, down the green slopes of

St. Vincent

Leave
Porto
Praya

Encounter
a four days'
gale

Sight
Fayal

the mountains, to the dark cliffs of lava and basalt which form the northern face of the island. Here and there, in the deep clefts and fissures, falls were seen, abounding in water from the heavy rains. Gleams of sunshine occasionally breaking through the mist brought back recollections of similar beautiful effects on the west coast of Scotland. Late in the afternoon of December 2 the 'Sunbeam' gained the northern entrance to the channel which divides Fayal from Pico. An attempt was made to reach Horta, but it was found that a heavy sea was running into the anchorage. It was a pitchy night, and we determined to wait outside until daylight, standing across to Pico under steam for shelter from the wind and sea.

Heavy sea.
Unable to
anchor at
Horta

At dawn on the 3rd the moon was still shining on the snow-clad peak of Pico, towering in solitary grandeur to a height of 7,800 feet. The northern face of the mountain, silvered by the moon, was robed in a mantle of clouds, tinted with the rosy hues of the morning.

Snowy
Pico

An hour's steaming carried us into the anchorage at Fayal, where we remained through the day of December 3. The passage from Sierra Leone to Fayal had been accomplished with adverse winds during a considerable part of the voyage, in 16½ days, 2,005 knots being covered under sail at an average speed of 6·3 knots, and 460 miles under steam at an average speed of 6 knots.

Anchor at
Fayal

We found several sailing vessels at anchor in the roadstead of Horta. One British vessel had

come in for provisions, another to repair a damaged rudder. A barque hailing from Boston was one of a line which carries on a regular service under canvas between the Azores and America. They depend chiefly on passengers, who make the cruise for sake of health. The Norwegian flag was represented by one most crazy wooden ship, 70 years old, and by another ship of nearly equal antiquity, and in a like condition of unseaworthiness. The captains of both the Norwegians were hoping that the surveyors might condemn them as unfit for further service.

Craft in
the road-
stead

Fayal offers an especially favourable opportunity for the obsequies of an unseaworthy ship insured beyond her value. The local shipwrights have a high reputation for skill in effecting repairs, but their services are more largely in request for the work of destruction. The little harbour of Porto Pim, a cove formed by the sea in the crater of an extinct volcano, contained many skeletons of ships which have ended their days in these secluded waters. The danger to life from the attempt to navigate in ships no longer fit to contend with storm and tempest, can only be removed by compelling the owners of ships to bear some share of the pecuniary risk.

Fayal
utilised for
destruction
of unsea-
worthy
vessels

Fayal, which depends mainly on shipping, has seen more prosperous days. The opening of the Suez Canal and the introduction of powerful iron and steel built ocean liners, which suffer comparatively little from the effects of heavy weather,

Effect of
Suez Canal
upon Fayal

Head-
quarters of
American
whalers

have combined to produce a marked diminution in the number of vessels calling at the port. The whalers under the United States flag still make it their head-quarters in the summer season. During the present year nine have been seen at the anchorage at the same time. Exciting chases in pursuit of the sperm whale sometimes take place in the channel between Fayal and Pico. Numerous whale boats are kept on the island, and are instantly launched when a whale is seen near the shore. A breakwater is now in progress at Horta, but the work is proceeding with the customary *festina lente* method of the Portuguese.

Statistics
of Fayal

The British Consul at Fayal supplied the statistics quoted in the following memorandum.

Population of Fayal in 1886, 24,501.

Breakwater :

Commenced, March 20, 1876.

Amount expended to June 30, 1887, 192,286l.

Number of vessels entered, with aggregate tonnage

				Tonnage
1885.	Sailing vessels	.	66	20,890
"	Steam "	.	78	95,982
1886.	Sailing "	.	63	26,341
"	Steam "	.	66	82,435

The trade is insignificant.

Leave
Fayal

Having taken in water and provisions, the voyage was resumed on the evening of December 3, with a favourable wind from the S.S.E. At mid-

night the wind shifted suddenly to the north-east, and on the following morning the 'Sunbeam' bore up, before a severe gale, for shelter under the lee of Terceira. Late in the day the sun burst through the veil of lowering clouds, and lighted up the landscape with a flood of golden light. Terceira is of volcanic formation. Its highest ridges attain an elevation of 4,000 feet. The crests of the hills are clothed with forests of pine and rich pastures.

Bear up
for Ter-
ceira

At a lower level the indications of laborious cultivation are seen in range upon range of terraced gardens and vineyards. The island is densely inhabited, the numerous white houses giving an air of cheerfulness and prosperity to the scene, which recalls the Bay of Naples and the Straits of Messina.

Terceira

On December 5 the gale subsided to a calm, and the voyage homewards was commenced under steam. In a few hours the engines broke down, and sail was made to a light breeze from the north-east. On the succeeding days favourable winds were experienced from the westward. On the 11th the wind shifted to the south-east, accompanied by drizzling rain and fog, which rendered observations impossible. The Scilly Island lights were sighted, in a fortunate lifting of the haze, on the evening of the 12th. The run from the Scilly Islands to Spithead was made at the rate of $11\frac{1}{2}$ knots an hour, before a south-westerly gale.

Gale abates
Proceed

Sight Scilly
Islands

Arrive at
Spithead

Enter
Portsmouth
Harbour

The total distance from Fayal, including the call at Terceira, was 1,440 miles, of which sixty only were under steam. The average speed was 7 knots. The 'Sunbeam' entered Portsmouth Harbour at noon on December 14.

Defects of
'Sunbeam's'
boiler

When the 'Sunbeam' reached the Cape, it was found that the tubes of the boiler had been seriously injured by the great varieties of fuel burned during the voyage. The pressure of steam was considerably reduced, with a corresponding loss of speed. On leaving Terceira the boiler broke down completely, and for the remainder of the voyage the winds were the only resource.

Behaviour
of the crew
during the
voyage

The crew, consisting of twenty-four seamen, have behaved in a highly creditable manner. The offences when in port have been few, and at sea every duty has been carried out in a manner worthy of British seamen. Three men joined at King George's Sound. They had been sentenced to a short term of imprisonment for insubordination on board a yacht returning from a cruise in Australian waters. To oblige the Government Resident, I consented to receive these men on board on trial. Better men it would not have been possible to obtain had they been recruited through the usual agencies.

Distance
run

The total distance covered during the voyage was 36,709 knots, 25,808 under sail and 10,901 under steam. The runs under sail included 39 days over 200 knots, fifteen days over 240, seven

days over 260, and three days over 270. The best day was 282 knots.

The total consumption of coal was 330 tons. Coal
consumed
Though the quality taken on board was in many instances inferior, an average distance of 33 knots was steamed for every ton of coal consumed.

VIII

A TRIP TO THE WEST INDIES IN 1892

REPRINTED BY PERMISSION FROM THE 'FORTNIGHTLY REVIEW,'
MAY 1893

The West
Indies for a
yachting
cruise

THE voyage I am about to describe was made in seas which offer an ideal cruising ground to a yachtsman. Every year we see fleets more numerous and of increasing tonnage assembled under the protecting breakwater of the Isle of Wight. The modern pleasure fleet is mostly propelled by steam. By lavish expenditure, powers of locomotion have been created on a vast scale; and broader waters than those of the Solent are needed to turn the new capabilities of travel to the best advantage. A cruise to the West Indies cannot fail to impress on the memory in unfading colours the loveliest pictures of natural beauty which it is possible to conceive.

Leave
Spezzia in
the 'Sun-
beam' for
Barbados

On the sea experiences of our trip I must be brief. The 'Sunbeam' sailed from Spezzia at 10 P.M. on January 2. Avoiding details, I may simply mention that we touched at Villefranche, Barcelona, Valencia, Gibraltar, Tangiers, Teneriffe, and St. Vincent in the Cape de Verdes. In heavy weather

in the Gulf of Lyons we lost a boat, and in a hard south-west gale some sixty miles south of Cape Spartel our jibboom and fore-topmast were carried away. Having weathered all the storms which had impeded progress, and profited with alacrity by every favouring breeze, we made the revolving light on Ragged Point, the eastern extremity of Barbados, at 7.30 P.M. on the 12th February.

The following morning we anchored in Carlisle Bay. The view from the sea is not unpleasing. A dense mass of rich green tropical vegetation extends from Needham Point to the entrance of the Carénage, or harbour. Bridgetown, the capital of the island, is built on the low ground near the shore. Behind the town the land rises in a gradual slope. The square patches of cultivation on the sugar estates in the distance produce the effect of a country divided by hedges. In the subdued light and cool of the evening, the scene suggests an English landscape rather than an island in the tropics. We landed at noon, an hour at which only the latest arrivals from temperate latitudes would venture to confront the fierce heat of a tropical sun. In the office of the West India and Panama Telegraph Company, where we were hospitably received, we found the latest newspapers from England and the United States. A refreshing breeze was blowing through the open Venetian shutters and bulkheads. In three carriages, the drivers of which were in livery and wore each a tall black felt hat, we proceeded through the busy

Anchor in
Carlisle
Bay,
Barbados

Bridge-
town

Public
buildings

streets to the southern end of Bridgetown. The House of Assembly, and the offices of the administrative departments, form a pleasing group, in the Gothic style, having in the centre a grove of shady trees. Close by is the bronze statue erected to the memory of Lord Nelson in 1812.

The
gardens

The charm of Bridgetown, to new-comers from England, consists in the gardens, full of gay colouring. Hibiscus, crotons in many varieties, and oleanders in full bloom, are the flowers seen in the greatest abundance. We were all buyers of garments suitable for hot climates. The retail business in manufactured goods is concentrated in a few establishments mounted on a vast scale.

Whitfield's
stores

At Whitfield's Stores, in addition to the sale of clothing, an active trade is done in frozen meat and game. A new and most efficient machine delivers into the ice-room twenty tons of block-ice daily. With a cost of production estimated at 8s. per ton, and a selling price at 2l. 10s., a handsome profit is realised, and dividends of 10 per cent. are anticipated. Such a return should be yielded ungrudgingly by consumers. No form of enterprise and no application of science to practical purposes could be more truly beneficent than the manufacture of ice for the relief of the sufferings endured by white men in a tropical climate.

The natives

The happy faces of our coloured fellow-subjects are a most pleasant sight in Barbados. The Barbadian negro is no idler. The population of 16,000 whites and 166,000 coloured people is

crowded in the proportion of 1,100 to the square mile. The main occupation being agriculture, it is evident that the whole surface of the island must be industriously and skilfully cultivated to enable so large a number to obtain a subsistence.

We dined with the Governor, Sir James Hay, and gladly accepted his kind invitation to take up our quarters in Government House.

February 14.—The cathedral, a capacious and well-designed building in the Gothic style, contains many tombstones bearing dates of the seventeenth century. On the quay of the Carénage we found a group engaged in an open-air service. Moody and Sankey hymns were sung with much feeling by the negresses gathered round the preacher. The sermon was not long. In the opening, the position of those who neglect religion was compared to that of a rich man's heir failing to claim his inheritance. After enlarging on the same theme, the preacher suddenly rivetted the attention of his audience by exclaiming several times, 'God made us white!' He proceeded to explain this as a reference to the condition of his soul now that he had become a believing Christian. 'Far better to have a white soul and a black face than a white face and a black soul!' was the remark addressed with emphasis to three seamen from a colonial schooner who were carelessly looking on. Later in the evening we stood for some time at the door of the meeting-house of a newly-formed sect known as the 'Faith-healers.'

The
cathedral

An open-air
service

Sect of
'Faith-
healers'

Before an audience of some two hundred persons a negress was holding forth with remarkable fluency and impressiveness of manner on the familiar truths of Christianity. While speaking, the preacher walked up and down the side of the room, often stopping and assuming a pose which contributed much to the oratorical effect. It is certain that religion has a real hold upon the people of Barbados. The Government expenditure on stipends to ministers of religion is 14,000*l.* a year; and there is much voluntary effort.

The
Savannah.
Military ex-
penditure
in Bar-
bados

Monday, February 15.—At 5.30 P.M. went to the Savannah. Polo. Band of Duke of Wellington's Regiment. It is always cheering to see the pluck with which the British officer, whose destiny may have consigned him to the grilling heat of India and other stations in the tropics, preserves his energy and activity by playing the same games which he enjoyed in his public school days in England. It is a circumstance inviting reflection that the expenditure incurred by the Imperial Government for military purposes in Barbados is no less than 550,000*l.* a year.

A railway
journey in
the island

Tuesday, February 16.—Started at 7 A.M. in a special train. The only railway of Barbados is a narrow-gauge surface-line, following every indentation of the ground, with sharp curves and steep inclines. The journey afforded an excellent opportunity for seeing the interior of the island. In extent it compares closely with the Isle of Wight. In shape it resembles a pear.

The stalk, or south point, is low and narrow, while the northern part is wider and hilly. The greatest elevation is 1,104 feet. Every spot of fertile ground is carefully cultivated. Sugar is, practically, the sole product. Although attempts have been made to amalgamate a few properties, the sugar estates are usually of moderate extent, averaging some 300 acres. Owing to the comparatively small size of the estates, the island is thickly studded with buildings, which present a curious combination of the factory, the farmstead, and the residence of a country gentleman. The planters live in large houses surrounded by gardens and dense groups of trees. Close at hand will be seen tall chimneys, boiler-houses, and other buildings, necessary for treating the sugar after the cane has been cut. There is a waste of power in the unnecessary multiplication of mills and machinery. Large amounts of capital are lying idle in mills not worked to the full extent of their capacity. Better qualities of sugar could be produced, and at a lower cost, by concentrating the manufacture in a few central usines, mounted on a large scale and equipped with the most modern machinery.

Sugar
plantations

Excessive
number of
mills

In common with the other islands of the West Indies, Barbados suffered very seriously from the depression of a few years ago, when the price of sugar fell to below 10*l.* per ton. The markets are now greatly improved, while the pressure of bad times has produced some abiding

Improved
methods of
sugar
cultivation

good results. It has compelled the strictest attention to economy in every department. The cultivation is more carefully carried out than before, and valuable improvements have been introduced in the methods of extracting the juice from the cane. It is said that the cost of producing sugar has now fallen to something under 10*l.* per ton. The depreciation in prices caused by a general over-supply had led to a marked reduction in the quantity produced. Under the present more favourable conditions the output of sugar has revived, and now exceeds in volume that of any former period. By a treaty recently negotiated, the United States admits the Muscavado sugar of Barbados duty free, the island agreeing to receive the bread-stuffs it requires from the United States also free of duty. The treaty has produced a marked effect on the course of trade. While the exports to the United Kingdom had fallen from 190,000*l.* in 1886 to 130,000*l.* in 1890, the exports to Canada and the United States had doubled, and at the date of the latest returns exceeded 1,000,000*l.* in value. Barbados depends almost entirely on imported food, the principal articles being obtained from the United States. Great Britain has the monopoly of the trade in manufactured goods.

The
treaty with
United
States

During our short stay we made an interesting excursion to Codrington College, an institution founded in the reign of William III. by the

governor whose name it bears. The picturesque stone buildings stand in a lovely position facing the sea, and at the foot of an elevated range of hills. The college is affiliated to Durham, and the course of instruction includes theology and the classics. The number of students is from twenty to thirty. The majority take orders; a limited number follow the medical profession. From Codrington College it is a stiff climb to St. John's Church, built on the edge of a cliff, with a commanding view of the sea. The church would be worthy of a large parish in England. We were told that the congregation on Sundays often approaches a thousand persons. The Church of England has a strong hold on the negro population of Barbados. We recognised on the tombstones names still familiar in the island, where many families have been settled for several generations. It was here and at St. Christopher's that England founded her first settlements in the West Indies. It was here that the first sugarcane was planted upon the soil of the British dominions. It was here that many devoted adherents of the Royal cause found a refuge after the Civil Wars.

Codrington
College

St. John's
Church

The first
West
Indian
settlements

Sailing from Barbados at 10 P.M. on February 16th, at daybreak on the 18th the high coast-range on the north shore of Trinidad was in sight. As we gradually closed with the land the views of the coast became more and more beautiful. The highest summits attain an eleva-

Leave
Barbados

View of
Trinidad
from the
sea

Anchor at
Trinidad

tion of 3,000 feet. The lofty peaks and ridges of the sky-line rise and sink in graceful curves and long, sweeping slopes. From the topmost points to the sea the descent is almost precipitous. Everywhere the mountains are covered with a rich green virgin tropical forest, swept by the refreshing breezes of the trade-wind, which at this season of the year never ceases to blow. At 2 P.M. we were off the entrances to the Gulf of Paria, named the Dragon's Mouth by Columbus in commemoration of the difficulties he encountered from strong tides and currents and baffling winds. We were fortunate in entering the Gulf with a commanding breeze from the north-east, which carried us over a three-knot tide through the Boca de Huevos into the smooth waters of the Gulf of Paria.

Products of
the island

Trinidad is fortunate in not depending solely on sugar. Cocoa is grown most successfully, and now forms an article of export which already rivals, and promises soon greatly to exceed in value, the older staple of West Indian trade. In addition to sugar and cocoa, other products—such as coffee, tobacco, and fruit—in which an active trade with the United States is being developed, give excellent promise for the future. The island possesses a unique source of wealth in the famous Pitch Lake. The value of the exports and imports may be taken at 5,000,000*l.*, the two sides of the ledger approximately balancing each other. The total population is 196,000, about one-third

of the inhabitants being coolies. At the present time East Indian emigrants are being introduced in large numbers, many of whom prosper and become permanent settlers. These imported labourers are not to be compared in physical power with the negroes; but the latter are not disposed to regular industry, and are under no pressure to work from necessity. In the course of its chequered history Trinidad has passed in succession under the rule of Spain, France, and England. All the races who have had dominion over the island are represented in its heterogeneous population. The lower class of shopkeepers are Chinamen. English is everywhere spoken, and the French and Spanish languages are heard on all sides.

Population
and in-
habitants

Chequered
history of
the island

Trinidad has a public revenue of nearly half a million. With this handsome sum, under able administration, much has been done to introduce civilisation and to develop resources. Under present conditions the West Indian Islands find their best market for sugar in the United States, and for cocoa in London. It would have been a help if the mother country could have given to the products of Trinidad a preferential position in her markets. This idea can now, however, be no longer entertained. We have called into existence too many industries depending for their success on the cheapness of raw materials.

Progress of
the island

An excursion to the Maracas Waterfall was a charming incident in our stay at Trinidad. After

Excursion
to the
Maracas
Waterfall

driving for some miles over a flat country, through numerous large sugar plantations, we commenced a rapid ascent, by a running stream which rushes down a thickly-wooded valley from its source in the central mountain range. Nothing can exceed the loveliness of the scenery. The vegetation presents all the richest beauties of the tropics.

The Saman
tree

The grandest tree is the Saman, whose huge trunk, strengthened by powerful buttresses, supports branches of almost illimitable spread. The tree is covered with orchids and parasites. In the rainy season it is a mass of lovely flowers. Palms and ferns in every variety, the cannon-ball tree, the bread fruit, and the nutmeg grow luxuriantly. Here and there the space has been cleared for cocoa-nut trees—the pods at this season wearing their most brilliant colours of yellow, pink, and orange. The fall of Maracas in dry weather is diminished to a thin veil of water. It descends from a precipice 300 feet in height, recalling the graceful lines of Tennyson:—

Slow-dropping veils of thinnest lawn did go;
And some, like wavering shadows, rose and fell,
Rolling a slumbrous sheet of foam below.

Leave
Trinidad
and arrive
at Grenada

We sailed from Trinidad on February 20, and at 8 P.M. on the following day were safely anchored in the Carénage of St. George, the picturesque chief town of Grenada.

February 22.—Going on deck shortly after sunrise on the following morning, the land-locked harbour presented an enchanting scene. It is

surrounded by an amphitheatre of hills of the most varied forms, clothed with the richest vegetation from their summits down to the water's edge.

The
harbour

Rode up to the Grand Etang, the bridle path of which ascends, in a distance of less than seven miles, to a height of some 2,000 feet. Having scaled the topmost ridge, the view extends to the eastward over the broad waters of the Atlantic, and to the westward over the Caribbean Sea. In the foreground lies a lake, some thirteen acres in extent, filling an ancient crater. Throughout the ascent the scenery is exquisitely beautiful. The mountains are broken into lofty peaks and deep valleys, affording at every turn some new yet always charming view. The vegetation includes all the trees and flowers of the tropics. Grenada is less dependent on a single product than most of the islands of the West Indies. The surface of the island is too mountainous for the successful plantation of sugar. The chief product is cocoa, the annual exports of which are valued at nearly a quarter of a million. The quantity shipped has doubled in the last ten years. Many valuable spices are extensively cultivated. A trade in fruit is being opened up with the United States. The aggregate exports have advanced from 181,000*l.* in 1886 to 266,000*l.* in 1890. Cocoa grows most luxuriantly in the West Indies up to an elevation of 2,000 feet. A planter who contemplates growing cocoa must begin by clear-

Ride to the
Grand
Etang

Export of
cocoa

Cultivation
of cocoa

ing the forest, an operation which should be undertaken a year before planting is attempted. As soon as the forest is cleared, bananas should be planted twelve to fifteen feet apart, and a nursery formed in which the cocoa can be raised from seed. At the end of the second year, during the rainy season, the cocoa should be planted out, in the proportion of about 300 trees to the acre. In three years, in favourable localities affording a deep soil, the plants begin to bear. In five years the trees are in full bearing, and the produce will average 900 lbs. to the acre. A good tree should yield some three pounds of cocoa. The price, according to the latest New York quotations, was twelve cents per pound, which would give 108 dollars to the acre.

Cultivation
of the nut-
meg

Nutmeg is becoming a source of much profit to many islands in the West Indies, and especially in Grenada. For many years the nutmeg tree has been grown; it is only recently that its cultivation has received serious attention. To start a nutmeg plantation the ground must be cleared, at a cost of 6*l.* per acre. Saman trees should then be planted, forty-five feet apart. Meanwhile the nutmeg seeds should be carefully reared in the nursery. In about two years the seedlings should be planted out. Unless the locality is very favourable, ten years must elapse before the trees begin to be productive. A large number will be of the male sex; and as the proportion of male to female trees should not exceed one in thirty, the planter

will have to cut down the trees freely as soon as their sex is declared. Mr. Whitfield Smith, the able superintendent of the Botanical Gardens at Grenada, believes that this difficulty may be overcome by budding. It is reckoned that nutmegs should yield an annual profit to the planter of about ten shillings per tree.

The heights above St. George are crowned with extensive stone forts, from which the last soldier has long since been withdrawn. They were mostly erected during the period of the French occupation, and were the scene of a hard struggle between the forces of Lord Macartney and Count d'Estaing.

The old
forts

At Grenada we found the Governor, Sir Walter Hely Hutchinson, busily engaged in an effort to settle the labourers on the Crown lands of the Windward Islands, the object in view being to give to those colonies the advantage of numbering among their population a large proportion of small proprietors having a stake in the prosperity of the islands. In pursuance of this policy, allotments of Crown lands are in course of being sold to labourers at moderate prices. In time the number of small proprietors will become considerable. It will be obvious that this generous policy must be carried out with care and discretion. Living under a tropical sky and settled upon a productive soil, the labourers, if left to themselves, will grow provisions, such as cassava, yams, plantains, and bananas, while the cultivation of cocoa and other economical plants will be neglected. Dwelling in

Allotments
of Crown
lands on
the Wind-
ward
Islands

Government
schemes

Proposal of
Sir Walter
Hutchin-
son

A trip to
Goyave
Bay

remote valleys, away from the influences of civilisation, the settlers may deteriorate both morally and materially. To meet this difficulty it was at one time in contemplation that the Government should form model plantations. The labourers were to be paid at fixed price for the production and to receive the profits in addition, after deducting cost of supervision and manufacture and a low rent for the land. It has not as yet been found practicable to carry out this scheme. Sir Walter Hely Hutchinson has now made a proposal for an experimental clearing in the Richmond Valley in the island of St. Vincent. It is estimated to involve an expenditure of 5,000*l.*, on which a return of 5 per cent. may be looked for. This proposal may prove sufficiently attractive, both from a philanthropic and a prudential point of view, to attract subscriptions to the limited amount required.

In the afternoon of February 23, we steamed from St. George to Goyave Bay, a distance of seven miles, along a coast of surpassing loveliness. The landing at Goyave was not unattended with difficulty. We were most kindly received by Mr. Gurney, who is in charge of the extensive nutmeg and cacao estates belonging to Colonel Duncan. The scenery on the way to the plantation is enchanting. The road follows a stream descending through a deep valley hemmed in by picturesque mountains. Large clearings have been made in the tropical forests, and in these the nutmeg and cacao are grown in profuse abundance.

Leaving Grenada on the 23rd, at daybreak on the following morning St. Vincent was near at hand on the starboard bow, presenting a noble mass of mountains rising to a height of 4,000 feet. Kingstown Bay is spacious, and offers excellent shelter from the trade-wind, which rarely ceases to blow. The anchorage commands a fine view of the island. A stone fort of considerable size looks down upon the sea from the heights forming the northern horn of the bay. Below, upon the shore lies Kingstown, small but regularly built. It reminded Mr. Froude of a scene in Norway. The mountains, of volcanic formation, rise in the background to a height of nearly 3,000 feet. As at Grenada and Trinidad the sky-line is broken into sharp peaks and crags of the most varied and beautiful forms. The mountain sides are furrowed by deep ravines, and are clothed with dense forests, rich vegetation, and abundant pastures. The rainfall here, as in all parts of the West Indies, is copious. Throughout the year the islands are clad in a fresh green mantle. Government House is a conspicuous object in the landscape. It stands a few hundred feet above the town, in a botanical garden adorned with noble trees.

Leave
Grenada
and arrive
at St.
Vincent

Kingstown
Bay. View
from the
anchorage

The Administrator, Captain Maling, paid an early call on board. We discussed the recent troubles among the black population. Discontent had been caused by the proposal to cease to maintain in each island a separate Chief Justice, of necessity comparatively poorly paid, and only par-

Discontent
of the
native
population

tially employed. The Government were desirous of appointing law officers at higher salaries, who should undertake to act for a group of islands. The plan was unpopular in those islands which would have been deprived of a resident official while called upon to contribute to the salary of an officer resident elsewhere. The attempts at disturbance were effectively quelled by the prompt action taken by Sir Walter Hely Hutchinson. The authority of the Government having been sufficiently asserted, it has not been thought necessary to press the adoption of a useful reform. It is a great mistake to suppose that the multiplicity of officials in the islands is due to a desire at home to have the command of a large patronage. The obstacles to reduction are raised by the people of the several islands.

Products of
the island

If sugar is the most important product of St. Vincent, arrowroot is the most characteristic article grown in the island. The quality is unsurpassed, while the price yields a highly encouraging return. The cultivation of cocoa and nutmeg has been commenced with satisfactory results. Sisal hemp can be grown in perfection. It is proposed to open up a trade in fruit with the United States and Canada, by giving subsidies to a line of steamers.

Native
labour

The black population have been complaining, and not without reason, of the low scale to which their wages have been reduced. The men now barely earn a shilling per day, and the women

somewhat less. In the depression which had lately fallen on the sugar industry, reductions of wages were accepted as inevitable. In the more cheering position which has now been reached, the negroes consider that their pay should be more liberal. We passed through large gatherings of people in Kingstown and the outskirts. They bore no marks of squalor or of discontent. Their demeanour was most friendly.

Reduction
of wages

Weighing anchor shortly after midnight, at dawn on February 25th we were off the famous Pitons of St. Lucia. These noble peaks rise to a height of more than 2,000 feet above the sea. The higher of the two is a mountain mass with precipitous sides. The less lofty is a sugar-loaf peak, similar in form to the Pan d'Azucar, which forms such a fine feature in the entrance to the splendid harbour of Rio de Janeiro. We closed with the beautiful shore of St. Lucia a few miles north of the Pitons. The coast is indented by numerous bays, affording excellent anchorage. In the valleys and low grounds the sugar-cane is cultivated.

Leave
St. Vincent

The Pitons
of St.
Lucia

At 8 A.M. we entered the port of Castries. Two steamers, bearing the well known blue stripe of Messrs. Lamport & Holt, were at anchor at the entrance of the harbour. The yellow flag was flying on the fore, the vessels having recently come from Santos, where yellow fever is raging. Fatal cases having occurred on both vessels, *pratique* would not be given until fourteen days

Anchor in
port of
Castries,
St. Lucia

had elapsed from the date of the last death. The harbour-master was an old acquaintance, who had last brought us to an anchor at St. Helena. He took charge of the 'Sunbeam,' and we were soon made fast to the wharf belonging to Messrs. Castanet. Thirty tons of good coal were put on board in an hour and a half. The operation of coaling is performed as quickly at St. Lucia as at any other port in the world. The coal is brought on board in baskets, the work being done entirely by women who can earn up to eight shillings a day.

Coaling at
St. Lucia

Our visit to St. Lucia was undertaken mainly with the view of forming an opinion on the spot as to its merits and capabilities as a coaling station. Castries Bay is easily defended and the harbour is secure. The physical conditions which render Castries Bay a secure harbour, tend to make its stagnant waters unhealthy under a tropical sun. Malarial fevers are prevalent, and especially in marshy ground, of which there is a large extent around the shores of the harbour. Drainage is a serious difficulty at Castries. The town is built on a small space of flat ground, and is completely hemmed in by an amphitheatre of high and precipitous hills. There is no flow of running water, and the insanitary condition can be only too easily appreciated. The Government should have an absolute control over the civil population of Castries; it should acquire possession of the entire foreshore; it should have the

Castries
Bay as a
coaling
station

Security of
the harbour

Insanitary
conditions

power to fix the number of people who should be permitted to settle in the vicinity of the harbour.

It has been proposed to remove to St. Lucia the British troops hitherto stationed at Barbados. On many grounds the latter seems the more desirable station in peace. The barracks are admirably adapted to a hot climate. They stand near the breezy shore, in a spacious savannah or park, equally convenient for drills and exercise, for cricket, tennis, and polo. It should not be put out of view that Barbados has a population of 172,000, as against the 44,000 of St. Lucia. As a link with the mother country, it is desirable that the British troops in the West Indies should be stationed, in peace, in the largest centres of population. If war threatened, in a few hours the force in Barbados could be moved to St. Lucia. In connection with the fortification of St. Lucia as a coaling-station, it must be recognised that it may be a long distance from the theatre of war. With fast merchant-steamers to carry supplies of coal, a movable rendezvous might offer great advantages.

Advantages of Barbados over St. Lucia for troops

Leaving St. Lucia on February 26th, at dawn on March 1st the Blue Mountains of Jamaica were in view. We ran through the Cays of Port Royal and through the ship-channel leading up to Kingston, without a pilot, at full speed, and dropped anchor at 4 P.M. A few minutes later Sir Henry Blake and his staff were on board and gave

Leave St. Lucia and arrive at Kingston, Jamaica

Jamaica us a cordial welcome. The large and important island of Jamaica is beginning to rally from a long period of depression. The exports from Jamaica have increased from 1,280,000*l.* in 1886 to 1,903,000*l.* in 1890-91. While the export trade to the United Kingdom has remained nearly stationary, the development has been rapid in the trade with the United States, especially in fruit. In 1890-91 the exports of oranges and bananas exceeded half a million sterling in value. Jamaica is fortunate in the variety of its products, which include sugar, coffee, ginger, rum, and dye-wood. The prosperity of the island is abundantly proved by the increase in the imports from 1,326,000*l.* in 1886 to 2,189,000*l.* in the latest returns. Of the import trade of Jamaica 56 per cent. is with the United Kingdom.

Improved
prosperity
of the
island

**Depression
of the
sugar
industry** It is interesting to trace the causes which led to the depression of the sugar interest in the West Indies. Sir Henry Blake was my teacher on this subject. Half a century ago the supply of sugar was comparatively limited, and the price was 60*l.* a ton. With ever-increasing sources of supply a great fall in price ensued, and no improvement having been made in the methods of cultivation and manufacture, the position of the sugar planters was far from prosperous. Their misfortunes were not caused by the manumission of the slaves. The decay of the sugar industry in the West Indies began in 1830, and was mainly, if not solely, due to the increasing competition and the

consequent gradual fall in prices. At the present day labour is not more costly than at the time when slaves were employed. The slave cost 1s. 6d. per day, and the price of coolie labour is approximately the same. Under the pressure of difficult times the methods of growing and manufacturing sugar have been greatly improved, and the cost of production, including interest on capital, has been brought down from 10*l.* to 12*l.* a ton. Sugar is now selling at 3½ cents per pound, or 16*l.* 6s. 8d. per ton, thus giving the planter a not unsatisfactory return.

Improved
prospects

In considering the complaints urged at home by those who claim to speak in the interest of the planters, it must be borne in mind that the West India Society is mainly an organisation of proprietors, the management of whose affairs has been committed to local agents. The absentee must employ in the first place an attorney, who holds the legal authority and exercises only a general control over operations. The estate is, as a rule, worked with capital borrowed from a merchant, who probably charges 8 per cent. for advances made on the drafts of the attorney. The merchant, taking a lien on the crop as security for his advances, claims to have the arrangement of the freightage, and charges a commission on the freight. He has the management of the sale of the produce in England, and upon this operation another commission must be paid. In the working of a sugar plantation the immediate

The West
India
Society

Absentee
owners of
plantations

Charges for
manage-
ment

supervision is committed to an overseer, assisted by a bookkeeper. To these men is entrusted the management of the cultivation of the cane, the distillation of the rum, and the manufacture of the sugar. To do the work well, technical knowledge and the invigorating influence of personal interest are required. It would be a moderate estimate to put the charges for management and supervision at 20 per cent. A resident owner, having the command of sufficient capital, escapes these heavy burdens. It is unfortunate that three-fourths of the owners of sugar estates in the West Indies are absentees. It has been proposed to substitute factories for the present system of separate mills for each plantation. To ensure the success of such a change operations must be conducted on a large scale. To run a factory equipped with the most improved machinery, it would be necessary to command the entire quantity of cane grown upon an area of not less than four or five thousand acres. A number of growers must combine in order to establish an efficient factory.

Coffee and
fruit
growing

Coffee is an article of growing importance in the productions of Jamaica. In value it is in advance of sugar, and the quality produced is of high standard. The fruit trade with the United States has advanced by leaps and bounds. Sir Henry Blake confidently believes that a large vegetable trade in early potatoes and tomatoes can be developed, and that the cacao may be successfully cultivated. In order to start a new industry,

the Government must take the initial steps. For this purpose it is proposed to establish parochial committees. Through their agency the cultivators could be placed in communication with competent instructors, who would teach the most approved methods of cultivating and preparing cacao. The importance of a good method may be appreciated from the fact that Trinidad fetches 60s. per cwt. more than Jamaica cacao, the difference in quality being entirely due to the superior method of preparation. The Governor proposes to buy cacao from the growers, to prepare it properly, and offer it for sale. The results of the operation in relation to the costs of the process and the prices fetched will be made known to the growers. Flour made from dried bananas, preserved fruits, onions raised from seed imported from the Canary Islands, and other articles, it is believed, could be advantageously produced. It is highly satisfactory to know that there is no lack of capital in Jamaica.

Superiority
of Trinidad
cacao

Turning to the relations between this colony and the mother country, it is gratifying to know that among the coloured population the feeling is decidedly against secession to the United States. They do not like the inferior social position which the black people occupy in the great Republic. In religious matters it is interesting to notice the success of the Moravians. Every minister in this sect works with his own hands, thereby setting an example of industry, and imparting a dignity to labour. The ministers who are sent out from

Loyalty of
the natives

Energy
and success
of the
Moravians

Germany must all be married men, the wives being selected, not by their future husbands, but by the governing body of the sect. Thrift among the Moravians is universal. Their schools are admirable.

Excursion
to Bala-
klava

Scenery of
the country

On March 5th we made an expedition by railway to Balaklava, a distance of 75 miles. The difficulties which the engineers of the line have surmounted may be appreciated from the fact that Balaklava, distant 75 miles from Kingston, stands at an elevation of 1,800 feet above the sea. The engines being fitted with bogies, the sharp curves offer no difficulties. The views throughout were delightful. The broad sweeps of grass dotted with single trees, with occasional thickets of denser growth, recalled the scenery of an English park, though the trees are those of the tropics. The cattle, of the shorthorn breeds of our own country, thrive marvellously under a sun and in a climate vastly different from that of England, with its chilly wind and sullen skies. By frequent and swift transition the scene would change from sylvan prospects of broad expanse and abundant pasture to some narrow gorge, hemmed in by rocks and shaded by hanging woods of impenetrable density. Or, again, emerging from a short tunnel through the limestone, and skirting a precipice of giddy height, a view of vast extent would be suddenly disclosed, ridge rising beyond ridge as far as the eye could reach.

The experiences of the constructors of the line

to Balaklava exemplify the uniformity in the cost of labour all over the world. The pay of the navy in Jamaica ranges from one to two shillings a day. To the labourer of the same class in the United States six shillings a day would be paid. And yet the cost of construction is approximately the same in the two countries. In connection with wages and the cost of labour, it was observed, with equal generosity and wisdom, by the president of the railway, that it was desirable that wages in Jamaica should rise from the low standard of one shilling a day, which, though sufficient to provide the bare necessities of life in a genial climate, will certainly not secure to the labourers decent dwellings or any of the benefits of civilisation.

Cost of
labour in
Jamaica

We reached our destination in three hours and a half. On alighting from the train we were received by the leading people of the district, headed by the episcopal clergyman. The party then proceeded to the market-place, where several thousand people had assembled. They had come in from the surrounding districts, dressed in clothes which a stranger might have supposed were their 'Sunday best,' but which were the costumes of every day. The negress loves the gayest prints that can be supplied from the looms of Lancashire, and the mixture of colours was rich and harmonious. The crowd sang 'God Save the Queen' with loyal enthusiasm, and listened with breathless attention to the Governor's address. Not a scowl

Balaklava.
A loyal
assembly

Simpleness
of the
natives

or a sign of discontent was seen. It is impossible not to like these amiable and simple people. It should be the pride of England to retain the affection of a race she has emancipated from thralldom. If little of material advantage can be gained from the connection, there is a moral greatness in keeping people who need it under our protecting care. To the negro, leaders are essential. In the neighbouring island of Hayti we see how low men may fall without the helping hand.

Marine
biology at
Jamaica

Sir Henry and Lady Blake have much at heart the establishment of a marine biological station at Jamaica. Nothing of the sort is at present in existence in tropical latitudes, and the constant current of the Gulf Stream will, it is believed, bring to the station at Jamaica a rich treasure of specimens of the marine life of the Atlantic in low latitudes. The project will, it is hoped, be liberally aided by the Imperial Government and by personal contributions. It has been warmly commended by Professor Huxley, Professor Ray Lankester, Professor Flower, and Lord Rosse, and has been taken up in the United States.

Visit Port
Royal

March 8.—Weighed at 6 A.M. Steamed down the bay to Port Royal. Walking through the naval hospital, and over the adjacent space of well-drained ground belonging to the war department, washed by the waves, and with an atmosphere freshened by the daily breezes from the sea, it is difficult to realise the causes which make the place unhealthy. Proceeding to sea, we encoun-

Leave
Jamaica

tered a strong trade-wind, and off Morant Point had a hard struggle for a couple of hours. In the afternoon we steamed pleasantly along the north coast of Jamaica. The mountains rise to a height of 7,000 feet, their slopes broken by deep ravines, and covered with the richest tropical vegetation. The lower levels, near the coast, are of great fertility, and sugar is extensively grown. At 5 p.m. we made the entrance to Port Antonio, and shortly afterwards were safely moored in its land-locked waters. The scenery of the harbour is exquisite. The town is charmingly situated on a peninsula, dividing the harbour into two parts. Rocks jut out from the shore in many places. The vegetation is most luxuriant. Among the trees are seen the church and the straggling dwellings clustered round it, forming a delightful picture.

Anchor in
Port
Antonio

March 9.—Landed at 6.30 a.m. Port Antonio is a principal place of shipment for the large supply of bananas now furnished by Jamaica to the United States. A steamer and several schooners were loading their cargoes of fruit. An air of plenty and happiness rests on this lovely spot. We anchored at noon at Ocho Rios, a favourite anchorage of Her Majesty's ships on this station, less land-locked than Port Antonio. If the foreground has not quite the charm of our last anchorage, the distant views are supremely beautiful. From this port we took our departure in the afternoon for Cuba.

Port
Antonio
and Ocho
Rios

Leave
Jamaica.
Arrive at
Havana

The town

The
harbour
and
shipping

Favoured by the trade-wind, we entered the harbour of Havana at 8 P.M. on March 14th. The town itself has been well-described by James W. Steele, in a recent volume, as 'a low-lying city, of parti-coloured architecture, the walls of which are red, blue, and yellow; a city in which there is not a chimney, a cooking-stove, a four-storey house, or a side walk three feet wide; and yet a city of near 300,000 souls.' Havana is utterly without shade. In its mean and miserable plazas not a tree is seen of growth sufficiently luxuriant to give the smallest protection from the rays of a burning sun. The throng in the streets is a motley gathering of Spaniards, negroes, Cubans, and Chinese. Smoking is the universal occupation in this land of indolence. The spacious and well-sheltered harbour is entered by a narrow channel commanded by the guns of the Spanish citadel, or Moro. Beyond the entrance it spreads into two spacious anchorages, divided by a peninsula, on which are erected large sheds and storehouses. The flag of the Spanish Admiral was carried on a powerful cruiser; and seven smaller vessels, ranging from the sloop to the gunboat, were anchored round the flag-ship. Steamers of the largest class enter and leave Havana daily, communicating with Cadiz, St. Nazaire, Colon, Tampa and New York. A numerous fleet of three-masted schooners, under the American flag, is always lying here. Our immediate neighbours were some fine barques, which bring petroleum from the States and return

with cargoes of molasses. The harbour is indescribably filthy, and in the hot season most unhealthy. Visitations of yellow fever are frequent and severe. The sanitary conditions will be materially improved by cutting a channel from the head of the harbour to the sea.

March 15.—Went by train to Matanzas, starting at 6 A.M., and arriving at our destination, a distance of some seventy miles, in two hours and a half. The railway is in excellent order, and well worked, with American rolling-stock. The scenery presents no striking features. The riches derived from cultivation are not largely bestowed upon the labourers. The dwellings of the small farmers and field-hands consist of twigs and bark, this imperfect shelter being shared with the pigs and poultry. The family form a group round their humble shed, clothed wretchedly, yet evidently not enduring the pinch of poverty as it would be felt under a less serene sky. Here and there the railway passes a sugar-estate, usually well equipped. Mr. Steele states in his Cuban sketches that some sugar-estates employ from 500 to 700 hands, and work 400 head of oxen, besides mules and horses. They make their own gas, lime, and bricks, and construct their own railways. A considerable acreage is devoted to the cultivation of the plantain. Every kind of vegetable is grown in abundance. At Matanzas we found a string of volantes awaiting our arrival. A volante is a specially Cuban invention. It carries you over the most uneven roads with the

A trip to
Matanzas
by rail

Native
dwellings

A volante

View of the
harbour

least possible shaking and jolting. It may be described as a small cabriolet mounted on a huge pair of wheels, and drawn by two mules, one being yoked to elongated shafts, while the other, ridden by a postillion, is loosely attached to the vehicle by traces of such length that the tail of the postillion's horse is level with the nose of the wheeler. A short drive brought us to the summit of a hill, where we alighted, and, under the welcome shade of a row of laurel trees, looked down on the bay filled with American three-masted schooners. From the port of Matanzas a large quantity of produce of the island is shipped. Descending to the harbour, and following the shore for a distance of four miles, we arrived at the stalactite caves, which are the great natural wonder of these parts.

Cuba and
its govern-
ment

Despotic
views of
Spain

In bidding farewell to Cuba, a few words may perhaps be said about the Government. The casual visitor cannot fail to be impressed with the evidences of inefficient administration. The fiscal policy is intensely exclusive. The taxation is heavy and the Government absolutely despotic. The police maintain a system of intolerable espionage. Every salaried servant of the local government is a Spaniard, who regards Cuba as a vassal state over which Spain has unlimited rights, without reciprocal duties or obligations. The system has already severed all her noble settlements in South America from the mother country. In time it must involve the loss of Cuba.

On March 16th a moderate trade-wind was

blowing, to which we made sail for the Chesapeake. The atmosphere was serene and balmy, the sky almost cloudless. We were in company with several fine three-masted schooners. At noon the next day we had made good a distance of 125 miles against a fresh north-east trade wind, but assisted by nearly sixty miles of current. In the afternoon the wind drew to the eastward, and we were able to lay our course, with sheets eased off, under the shelter of the Bahama Banks; temperature over 80°. The following day it was blowing fresh from the S.W., and on March 19th we were contending with a revolving gale. Beginning at S., and gradually veering by the W. to N.W., the centre was to the westward and moving to the N.E. March 20.—At noon, the weather having moderated, we had made good 202 knots, under all possible sail. In the evening the wind died away to a calm. At midnight we were under steam. March 21.—At 11 A.M. made Cape Lookout. At midnight, anchored in Hatteras Cove. March 22.—Weighed at 6 A.M. At midnight made Cape Henry, the southern cape of the entrance to the great inland sea of the Chesapeake. At 3 A.M. on the 23rd, entered the Chesapeake before a fresh breeze from the S.E.; set all plain sails, with studsails. Ran along eleven knots over a sea without a ripple. At 10 A.M., entered the Potomac.

Leave
Cuba

A revolving
storm

Anchor in
Hatteras
Cove

Enter the
Chesa-
peake

The distance from Cape Henry to the entrance of the river Potomac is over sixty miles, and thence to Washington ninety miles. The Chesapeake,

Extent of
the Chesa-
peake

the most extensive and important estuary on the eastern seaboard of North America, is about 170 miles in length, with a general north and south direction. The width varies from twenty miles to three miles. On the western side it receives the waters of the James, York, Rappahannock, Potomac, Pavtuxent, Patapsco, and Susquehanna rivers. The James is navigable for vessels of 7 feet draught as high as Richmond, and for seventy miles from its mouth for vessels drawing 15 feet. The Potomac is navigable for vessels of 21-foot draught as far as Washington. The other rivers named are all navigable. The total area drained into the Chesapeake is not less than 60,000 square miles.

Navigation
and coast-
ing trade

The facilities afforded by this vast inland sea and its tributaries for the purposes of navigation are thoroughly utilised. The waters are crowded with fleets of schooners—from the five-master, capable of carrying a cargo of 1,500 tons, to the yacht-like little vessel which cannot venture beyond Cape Henry. The labour-saving skill of the Americans is nowhere better illustrated than in the extensive coasting-trade of the country. By adopting fore-and-aft rig, and using a steam winch for weighing the anchor, hoisting the sails, and working the cargo, it is found possible to navigate with crews averaging one hand, including officers, to every 100 or 150 tons of cargo carried. The coasting schooners of the United States are smart in appearance, as well as economical in working.

Coasting
schooners

The hulls are fine models, broad in beam, with a good sheer, and long, flat floor. The sails are skillfully cut, and are set in a seamanlike manner. During our voyage up to Washington the sky was cloudless, and the sun shone with a pale, soft, yellow light upon the broad river flowing calmly and majestically to the sea. With such lovely sunlight effects the tamest landscapes possess an indefinable charm. At sunset we anchored.

March 24.—Weighed at 6 A.M. and proceeded under steam. Two years had elapsed since our pilot had last made a trip to Washington, and he had but an imperfect recollection of the buoyage, which is frequently changed. His anxieties did not grow less as we advanced higher up the Potomac. At 11 A.M. we passed Mount Vernon, the justly-venerated home of the noble founder of this great Republic. We saluted the American flag by dipping the ensign and tolling the ship's bell. Shortly after this ceremony had been performed, and when nearly abreast of Fort Washington, we ran aground, owing to our ignorance of the fact that a buoy had been recently shifted from the left to the right bank of the river. Three hours later, on the rising tide, with the engines going full speed astern, and a heavy strain on a kedge, we succeeded in getting afloat. In the interval we had received two most kind offers of assistance from the 'Dolphin,' U.S.N., and from a fine river-steamer, the 'Macalister,' returning with a party which had been making a pious pilgrimage to Mount Vernon.

Proceed up
the
Potomac

Run
aground

Get off and
arrive at
Washing-
ton

Visit to the
Navy Yard

The gun
foundry

Perfection
of the
machinery

The silver
question

I will not give all the details of a pleasant visit to the American capital. Among the many objects of interest visited, we went over the Navy Yard. The Navy Yard in Washington is practically the gun-foundry for the American Navy, and ship-building is hardly attempted. The work consists in assembling the different parts of a gun when delivered to the Government from the private trade. The metallurgical industry of the United States is distinguished for ingenuity and enterprise. It will be in a condition in a short time to supply anything for which there is a steady demand for the use of the Navy. The new gun foundry is an example of what can be accomplished in this country. The establishment consists of two principal workshops, of truly magnificent proportions. The tools are the perfection of ingenious contrivance. Every idea of the European makers has been examined, and whatever seemed good has been adopted. The work for this foundry has been carried out on a strictly eclectic principle. No prejudices have interfered in the endeavour to attain to perfection. The largest gun in the United States navy is the 13-inch gun. We saw several of these monsters in various stages of advancement. Close and constant attention has been given to the quick-firing ordnance.

In Congress attention is at present concentrated on the silver question. The free-silver men are making a determined effort ; but the strong financial influences of New York are against bi-metallism.

If the production increases in greater ratio than the production of gold, no action on the part of governments can prevent a fall in the price of silver. In so far as the fall arises from demonetisation, the value may be raised by an increased use of silver for coinage. The combined efforts of the leading financial countries may throw further and valuable light upon the discussion.

We also visited the Supreme Court, the House of Congress, and the Senate. The central hall of the Capitol is adorned with pictures, perhaps of more merit as historical records than as works of art. We were struck by the thoroughly English type of Washington and his contemporaries. It is touching to see the New England pilgrims presented here, as they are at Westminster, assembled on their knees on the deck of the 'Mayflower.' Their memorable voyage is of equal concern to the country they left behind and to that in which they settled.

A reference should not be omitted to the Washington Monument, a simple obelisk of white marble of perfect proportions, rising to a height of five hundred and twenty-five feet, and standing on a grassy slope by the waters of the Potomac. In its majestic elevation, in its simplicity and beauty of design, it is worthy of the great name it commemorates. No inscription has been attempted. Washington's fame is recorded in the pages of history, and the visitor of to-day is wisely left to his own reflections.

Public
buildings

The Wash-
ington
Monument

Nihil ex omnibus rebus humanis est præclarior aut præstantius quam de republicâ bene mereri.

Mr. Blaine
on the
Eastern
question

In the afternoon called on Mr. Blaine. Among many things discussed we turned to the situation at Constantinople. Mr. Blaine thinks that England should resist the advance of Russia, and that our prestige will be lowered if we allow a position, over which we have long claimed a commanding influence, to pass without a struggle under the control of another power. Called on Mr. Secretary Tracey who presides over the naval department. He is an able lawyer, with no technical knowledge. We talked of ship-building. He thinks big guns, and consequently large ships, indispensable for putting in the heavy blows.

Leave
Washing-
ton.
Down the
Potomac

March 30.—At 9.30 A.M. proceeded under steam down the Potomac without a pilot. I had obtained the latest United States charts from the master of the yacht 'Lurline.' During the day we slightly touched the ground twice, owing to our amiability in going out of the main channel to avoid doing injury to the nets of fishermen. At 7.30 anchored between Blakistone Island and Piney Point. The next morning weighed at 5.30 A.M. and proceeded under steam. At noon we were sailing down the Chesapeake, homeward bound, on a bitterly cold day, with an east wind and a rising barometer. At midnight passed out to sea. On April 19 landed at Plymouth.

Across the
Atlantic
Arrive at
Plymouth

In bringing this hasty and imperfect description of our cruise to a close, we may appropriately ask

ourselves how far has England been successful in performing the duties which a wealthy and powerful country owes to dependencies in the state of advancement which we have found in the West Indies? Our first responsibility is that of giving protection from external foes. For this purpose the Imperial fleet is the most effective instrument. There have been intervals in the past when the public was imperfectly informed and too little concerned as to the state of the navy. Those were days when the Government and Parliament were tempted to seek an ephemeral popularity by cutting down expenditure. Economy was carried far beyond the prevention of waste. The main elements of naval power were seriously curtailed. In recent years a firm resolve has been taken to preserve our naval supremacy, and to keep our dependencies secure under the guardianship of powerful fleets.

Reflection
on the
voyage.
Our atti-
tude to and
position
in the
West
Indies

Come the three corners of the world in arms,
And we shall shock them. Nought shall make us rue,
If England to herself do rest but true.

Increase of
our naval
strength

Turning to social advancement and material prosperity, it will be evident that those who have lately cruised in the 'Sunbeam' have returned with brighter impressions than those formed by some previous travellers. When Mr. Froude visited the West Indies in 1887, extreme depression prevailed, and the gloom which had settled upon those islands is reflected in every page of the narrative of his voyage. In the interval which

Improved
prosperity
of the
islands

has since elapsed a happy change has passed upon that portion of our colonial empire with which we have been dealing. All the elements of trade, and all the statistics which indicate the improving or declining condition of a country show a satisfactory tendency.

Future
develop-
ment.
Import-
tance of
good
governors

In the work of future development the main service which we can render to our West Indian possessions is to appoint good men to fill the office of governor. The legislature and the executive staff are equally dependent on his initiative and control. At the present time the governors of the West Indian Islands are engaged in a task full of promise for the future, which could only be undertaken under the impulse of disinterested motives and with the support of commanding influence. The work to which I allude is the elevation of the negro population into the condition of peasant proprietors. It is to men in the position of a governor that we look to deal with such a question with a single eye to the greatest happiness of the greatest number. The vast extent of land available for cultivation, but still unoccupied, is one of the most striking features in the present condition of the West Indies. Barbados is the only island at which we touched in our recent cruise, of which it may be said that its resources have been fully developed. In Trinidad, with a total of 1,120,000 acres, 194,000 are cultivated. Grenada has an acreage of 76,653, and 22,000 acres under cultivation. St. Vincent has a total acreage of 85,000,

Vast extent
of land un-
cultivated

and 13,000 under cultivation. In St. Lucia only one-third of the island has ever been cultivated. In Jamaica the total area available for cultivation is 2,312,000 acres, the total under cultivation being 612,570 acres.

In the local legislatures of the several islands the planters naturally wield a dominant influence. Their interests and those of the people they employ are not in all respects identical. The condition of the labourers would be greatly improved if they could become more generally peasant proprietors. Legislation for such an object is opposed by the planters, who rightly think that if the negroes become owners of the soil, they would be less ready than at present to work for wages, averaging on a sugar estate a shilling a day for men and tenpence for women. Success in sugar planting, with the low prices now reigning, can only be secured by cheapening the cost of production. If the establishment of a peasant proprietary should create a difficulty in obtaining native labour for plantations, carried on upon a large scale, the importation of coolie labour would be the effective remedy.

Peasant
proprietors.
Opposition
by the
planters

The West Indies are scarcely yet ripe for a larger measure of self-government than they at present possess. In the smaller islands, where representative institutions were established, they have been abolished at the request of the people. In the larger islands legislatures are constituted on a hybrid system, combining nominated and

More self-
govern-
ment not
desirable

The
various
legislatures

elected members. To this rule Trinidad is the principal exception, all the members of Council being appointed by the Crown. The Constitution of Jamaica consists of a Governor, a Privy Council, and a Legislative Council of nominated and elected members. The electoral qualification is the annual payment of twenty shillings in rates or taxes. In Barbados the Government consists of a Governor, a Legislative Council, and a House of Assembly. Under the Franchise Act of 1884 the electorate has been expanded from 1,641 to 4,200 electors. Subject to the Governor's veto, all power over legislation and finance rests with the Assembly. The very able Chief Justice of Barbados, Sir George Reeves, himself a man of colour, considers that in their present state of advancement sufficient self-government has been given to the people. He is equally convinced that the autocratic system of a Crown colony, unchecked by some form of popular representation, is detestable. The advancement of the British colonies in the West Indies has been largely promoted by the free constitution of the local government and by the freedom of commerce.

Opinion of
Sir George
Reeves

An outlet
for British
capital

For the employment of British capital the West Indies offer a field, productive indeed, but limited in extent. Success will necessarily, and in all cases, depend on the local management. Uncounted millions of capital have been raised in the central money-market of London, only to be fooled away in ill-conceived and misdirected enterprises

abroad, in localities too remote to be visited by shareholders, or even by boards of directors, often composed of unpractised and unpractical men. Allusion has already been made to the evils of absentee ownership in Jamaica. It is useless to pour capital into these islands unless competent and vigorous local management has been previously secured. The West Indies afford excellent opportunities for young and enterprising men with a small capital at their command, who would be prepared, after sufficient local experience had been gained, to undertake the business of the planter. There is much to encourage in the success which has attended private enterprise in the French West Indies, mainly in consequence of the peculiar assiduity with which French proprietors attend to their plantations.

Field for
young men
as planters

As a field for colonisation by Europeans, and more particularly by British settlers, the West Indies cannot be recommended. On the loftiest slopes of the Blue Mountains of Jamaica a limited area may perhaps be found where a northern race might enjoy a suitable climate. In the low lands near the sea, the white man could not live and work. In the high lands of the interior, working in the morning and evening, he could easily accomplish seven hours a day of hard labour. Jamaica is an island in which the experiment of colonisation for our surplus population might safely be tried on a small scale. The promoters of the railway now being constructed, partly on

The West
Indies
for coloni-
sation

the land-grant scheme, would probably be glad to co-operate in carrying out a project of the nature indicated. In the Cayman Islands, with 4,322 inhabitants, two populations are to be seen side by side. The white population numbers 1,602, the coloured 1,728, and the black 992. The whites have been settled more than a century, and have been a thriving and vigorous people. It is an important fact to notice that a mixed or coloured race cannot perpetuate itself. The children are wanting in stamina and constitution.

Progress of
the natives
under
British rule

Taking a broad view, these lovely islands are only suited to a tropical race such as the negroes, and for these they may be made an earthly paradise. Left to themselves, the people might rapidly degenerate. Under British rule we may, in a not-distant future, confidently hope to see the black population of our West Indian Islands living in prosperous circumstances, with all the markets of the world open to their useful products, good customers to the British manufacturer, bound to the British Empire by the strongest ties of gratitude, and raised to a condition of enlightenment and civilisation, only as yet attained by a few men who have been greatly favoured.

IX

A RUN TO THE EAST IN 1893-94

REPRINTED BY PERMISSION FROM THE 'NINETEENTH CENTURY,'
JUNE 1894

HAVING had the honour of being appointed to serve on the Opium Commission, it was finally decided to go out to Calcutta in the 'Sunbeam.' Sailing from Portsmouth on the 22nd, we reached Gibraltar on September 30, Spezia on the 5th, and Port Said on October 14. Of the total distance from England, 1,852 miles had been covered under sail and 1,716 under steam. Leaving the 'Sunbeam' at Ismailia, it was a delightful interruption to a long sea voyage to run up for a couple of days to Cairo. A page from my diary may be appropriately inserted :—

Leave
Ports-
mouth
in the
'Sunbeam.'
Arrive at
Port Said

October 16.—On the morning after our arrival we drove out to the Great Pyramid, and ascended its steep and broken steps, as much impeded as assisted by swarms of Arabs, with insatiable appetite for backsheesh. Immensity of size and marvellous accuracy of construction are obvious features, which must deeply impress every traveller. Arrived at the summit, the view was most beau-

The Great
Pyramid

tiful. The delta, a vast plain of luxuriant fertility, walled in by hills of burning sand and dazzling limestone, lay stretched at our feet. The overflowing waters of the Nile formed an endless chain of lakes, bordered by green groves, fresh pastures, and growing crops.

Our position in Egypt

To govern Egypt under present conditions is no light task. In all the circumstances, a permanent British occupation is perhaps the only possible alternative. Egypt could not stand alone. If European control were withdrawn, the corruption, oppression, and incapacity of old days would promptly reappear. When we interfered to suppress the rebellion of Arabi, France was invited to act with us. The Government assented, but the Chamber refused to vote the necessary supplies. We decided to proceed single-handed, although our material interest in averting a repudiation of debt by a successful insurrection was far less considerable than that of France. From the point of view of British interests, strictly and exclusively regarded, the position we hold in Egypt would be absolutely valueless unless we had a naval supremacy in the Mediterranean. Having the command of the sea, we could prevent the occupation of Egypt by any rival power, and our highway to the East would be guarded by the fleet. Without that command, our few regiments in Egypt would be a force in the air, as helpless as Napoleon's army after the defeat of his fleet by Nelson at the battle of the Nile.

Leaving Suez on the 18th, we arrived at Aden on October 27. In the northern part of the Red Sea we experienced delightful weather, smooth seas, favourable breezes, and no excessive heat. When the northerly winds died away, the conditions were less propitious. Under the combined effects of the sun and the stoke-hole the temperature in the cabins gradually rose and remained at 93° for several days.

Leave Suez
and arrive
at Aden

In the Red Sea the assistance afforded to the mariner is by no means equal to the requirements of an active and enormously valuable trade. Two or three additional lights, in well-selected positions, would greatly facilitate navigation in the southern part of the Red Sea. The shipowners interested should move the Board of Trade to take the necessary action. It has been proposed to establish a light on Cape Guardafui. It has been objected that a dense mist hangs about the land during the south-west monsoon. If the position on Cape Guardafui is considered unsuitable, it is the more necessary that a light should be placed on the south-westernmost island of the Socotra group. All steamers proceeding from Aden to Colombo and the Far East steer close along its southern shore.

Additional
lights in
the Red
Sea

During the last three days of the passage to Aden, we were delayed by a south-east wind, sometimes blowing with the force of a gale. By navigating close in with the African shore, as recommended in the sailing directions, we kept in

smooth water. Between Suez and Aden we covered 467 miles under sail, and 992 under steam.

Leave
Aden

We sailed from Aden at sunset on October 28. Off Socotra, at dawn on November 1, the P. and O. steamer 'Oceana' passed, about five miles to windward, going east. My son and his wife were among the passengers. A week later, just before rounding the island of Minikoi, green and refreshing with its grove of cocoa-nuts, another P. and O. steamer, the 'Kaiser-i-Hind,' steamed by, having on board two members of the Opium Commission. On November 10 the 'Sunbeam' reached Colombo. Here I transferred myself, not without reluctance, to the 'Kaiser-i-Hind.' The 'Sunbeam,' following close behind, arrived at the Sand Heads on November 17, having covered a total distance from Aden of 787 miles under sail, 325 under steam and sail, and 2,442 under steam.

Arrive at
Colombo.
Go on
board
'Kaiser-i-
Hind'

Madras

Passing to the concluding stage of the voyage to Calcutta, we landed at Madras. In common with the other Presidency towns, it boasts of public buildings, creditable in their architecture, and of lordly dimensions. The native town seemed mean and miserable. We saw it under the disadvantageous conditions created by a remorseless downpour of tropical rain. The change of climate as we steamed northward from Madras was most agreeable. The sky was cloudless, and the heat was tempered by a cool breeze from the north-east. We reached the Sand Heads at 10 P.M., and

ascended under the charge of a pilot as far as Saugar, where we anchored for the night.

Starting a little before noon on November 18, six hours' steaming on a rising tide brought us to Calcutta. The navigation of the Hooghly is difficult and sometimes dangerous. The shoals are constantly shifting, and the tides are strong. The banks of the river are flat, and rise but a few feet above high-water mark. The delta of the Ganges is rich and highly cultivated. At this season of the year the fields are green with crops, soon to ripen for the early harvest. The villages are numberless. Everywhere the country is well wooded. To eyes which for weeks had rested on nothing but the waste of waters the scene was pleasant and refreshing.

Arrive at
Calcutta

Our life in Calcutta was most fully occupied. The days began, shortly after sunrise, with a gallop on the Maidan. The Opium Commission sat, with few interruptions, from half-past ten sometimes until late in the afternoon. A walk or an occasional game at lawn-tennis was generally accomplished in the charming hour before sunset. The evenings were given to society.

Occupation
in Calcutta

Having gone to Calcutta on a mission which, though undertaken at the wish of the Government of India, was sure to be the subject of criticism, it seemed the more a duty to respond to calls on behalf of public objects lying outside the scope of our immediate work. I joined an international Shipmasters' Club, and had the advantage of

Ships and
sailors

meeting a number of shipmasters on several occasions, for the discussion of matters relating to ships and sailors. The seamen visiting Calcutta are of unequal quality. Many are ruined in this port. The conduct of others is beyond reproach. The long-voyage trades are trying alike to the seamen and to their officers. The social privations are the most serious hardship. Many men may be absent from home for two years continuously. Such a life is suitable only on first going to sea.

The
Hooghly

After spending ten days with the acting Lieutenant-Governor of Bengal, at Belvedere, we returned for a fortnight to the 'Sunbeam.' The anchorage in the Hooghly is bright and breezy. The perpetual movements of native boats make the river an animated scene. On leaving the 'Sunbeam' we spent eight days at Darjeeling. Returning to Calcutta, we were guests for more than a week at Government House.

Calcutta.
The town
and resi-
dences

And now it is time to say something of Calcutta. It stands on the right bank of the Hooghly, whose broad stream is the centre and the source of the commerce of this busy seaport. The wide esplanade known as Garden Reach extends some four miles below the city. Here may always be seen a noble fleet of sailing-ships, moored in tiers, four deep. Garden Reach forms the river front of the green and well-wooded Maidan, or park of Calcutta, which in extent exceeds all the parks of London thrown together. In its centre is Fort William, a strong fortress and the official seat of

Government. On the side remote from the river the Maidan is bounded by the Chowringhee road. This handsome esplanade and the streets leading to it form the residential quarter of Calcutta for Europeans. The houses are large, many being occupied as flats, or shared between two occupants. They stand widely apart, in pleasant gardens. The cathedral is a principal architectural feature. Its services are largely attended.

The business centre of Calcutta divides the Maidan from the native quarter. Here are found the offices of the central and presidential Governments, the law courts, the fine city hall, the post office, with its noble Corinthian colonnade and lofty dome, the spacious counting-houses of the leading banks, and many shops, not rivalled in any provincial city at home.

Public
buildings

Government House, with its perfectly kept garden, would command admiration in any capital in Europe. The interior contains a suite of halls and rooms for state reception. The ball-room, adorned by a colonnade of pure white pillars, slightly relieved by gilding, is not overcrowded when fifteen hundred guests are assembled. As the seat of the Central Government and of the Government of the largest Presidency, the headquarters for the superior courts, and a great trading emporium, a large and agreeable social world is gathered at Calcutta.

Government
House

Our trip to Darjeeling may be briefly described. This most beautiful of hill stations is the centre of

Trip to
Darjeeling

Railway
ascent of
the
Himalayas

Scenery
from the
line

the noblest mountain scenery of the world. A journey of some sixteen hours by railway, over the delta of the Ganges and across the widest mouth of the river, carries the traveller to the foot of the Himalayas. With the earliest dawn some snow-clad peaks were visible. At Siliguri there is a break of gauge, and travellers are transferred to the Darjeeling Himalayan railway. The line, which is laid on the finely engineered hill cart-road previously in existence, has a two-foot gauge. Inclines of one in twenty-eight are ascended without difficulty, and the trains wind round the sharpest curves with perfect safety. The speed is nearly twelve miles, and the ascent is made at the rate of a thousand feet an hour. The physical difficulties have taxed to the uttermost the resources of the engineer. The climbing is continuous, here by convolutions as of the corkscrew, there by zigzags, sometimes by holding on as long as possible to the sky-line of some sharp and precipitous buttress of the great chain into the heart of which we were penetrating. The views from the railroad are beyond all my powers of description. At the commencement of the ascent the line passes through the dense jungle of the Terai, the haunt of the tiger and the wild elephant. Rising above the jungle, a region is gained where the tea-plant flourishes, and here, far as the eye can reach, clearing after clearing can be seen, each with its homestead of white buildings, the residences of the European managers, and the sheds in which the

tea is prepared for market. The prospect varies at every instant, embracing at one turn of the road the snow-clad range forming the topmost crest of the Himalayas, at the next some thickly wooded gorge, down which, three thousand feet below, a silvery mountain stream can be traced, until it flows out into the mist-covered plain.

The change from the temperature of Calcutta to that of a frosty English December, without English appliances for resisting cold, was most sudden, and at first rather trying.

Change of
tempera-
ture

Darjeeling is a scattered settlement, houses having been built wherever space could be found. The shoulder of rock on which Darjeeling stands forms the termination of a gigantic spur, thrust out from the main chain of the Himalayas, first in a southerly direction, then recurving eastwards, and finally bending northwards. The settlement is hemmed in on the north, the east, and the west by the deep glens of the Ramam and Rangut rivers. Looking from Darjeeling northwards, across the deep glen of the Rangut, the Himalayas are seen in all their magnificence. The peak of Kinchinjunga, more than 28,000 feet in height, is the central feature. As the crow flies it is forty miles distant, though in this clear atmosphere it appears much nearer. Kinchinjunga is the highest point of a splendid pyramidal group, rising gradually up, ridge upon ridge and peak above peak, in forms as varied as they are beautiful. This noble mountain mass is detached from the main dorsal chain of

Darjeeling.
Site of the
settlement

Peak of
Kinchin-
junga

the Himalayas. The highest ridges can be traced round Kinchinjunga, from Mount Everest on the west to the mountains of Thibet on the east. Eastward numberless spires and buttresses are seen descending into the plains of Bengal from the main range, through Sikkim and far away into Assam, with graceful yet sharply defined sky-lines. Looking west the view is cut short by the great spur on which Darjeeling itself stands. The deep valleys and richly wooded slopes are as the foreground in a scene of indescribable grandeur and beauty.

Christmas
Day in
Calcutta

Returning to life in Calcutta, on Christmas Day great efforts were made on board the ships in the harbour to observe the season by suitable decoration. Admiral Kennedy, the commander-in-chief on the East India station, with his flag-ship, the 'Boadicea,' the cruiser 'Brisk,' and the gun-vessel 'Redbreast,' made a brave show. On the 'Sunbeam' the bulwarks were hung with festoons of tropical foliage, while the words 'Wishing all a Happy Christmas' were spelt in bamboo letters covered with green leaves, hung from the covering board to near the water-line.

Our posi-
tion in
India

We heard much serious talk at Calcutta of the general unrest which is observable throughout the country. Any government by conquerors differing in race, language, faith, and social customs from the people under their rule must necessarily be more or less unsympathetic. The sharp lessons of the Mutiny have faded from the memories of the

present generation. Still less is there any recollection or even tradition of the misgovernment which prevailed under the native rulers whom we have displaced. Our difficulties in India can never be altogether overcome. They have been intensified in later years by the spread of education, and by the ever-increasing number of natives of Bengal who have shown an extraordinary aptitude for acquiring that kind of knowledge which secures success in competitive examinations. The sole aim of every educated native is to obtain, first, employment, and then promotion in the Government service. Candidates are more numerous than places, and the rejected and disappointed are busy in fostering discontent. England should maintain in India a rule of unfaltering justice, supported, and that not inadequately, by a powerful army of British troops, with such auxiliaries as can be trusted with the confidence we give to our Sikhs and Ghooraks.

Spread of
education
among the
natives

The aspirations of competent natives to share in the Government should by no means be denied. We have already given them high offices on the judicial bench. They are largely employed in the Civil Service, and we are bound to advance them gradually to higher positions than they have yet filled. All this we may do ; but we shall commit a fatal error if we look to maintain our military hold over the country by any other forces than those recruited in Great Britain.

Share of
natives in
the govern-
ment

New Year's Day was filled with engagements

New Year's
Day fea-
stivities

for every hour. We went early in the Viceregal cortège to the Maidan for the annual parade, when the assumption of the title of Empress of India by the Queen is celebrated. All the available forces are brought together on the occasion to fire a *feu de joie*, to give three cheers for the Queen, and to march past the Viceroy. The total strength was over 4,000 men. The marching of the British regiments and of the field battery was exceptionally good.

At midday we went to the Sailors' 'Home, where a dinner of good Christmas fare was provided by public subscription for the European sailors then in port. Covers were laid for 924 men. The forenoon had been occupied with athletic sports, the various contests being open to all comers of the seafaring class. In the long jump, and in putting the shot, two of our 'Sunbeams' gained the first prize. Another man was second for the obstacle race, and eight of our men won the tug of war. We did much better than any other ship in port. In the evening a State banquet of eighty covers was given at Government House.

Start for
Patna
by rail

At 10 P.M. we started for Patna in the special train prepared for the Commission. We were distributed in some fourteen carriages, each carriage being divided into two compartments, each compartment holding two travellers. The party includes the nine Commissioners and a few relatives and friends. In addition, there is the staff

of shorthand writers and nearly 150 native servants.

January 3.—Reached Patna and detrained at 10 A.M. A camp consisting of tents lent by the Viceroy was pitched for our use in a field in the European cantonment. The encampment included a large tent for meals and another for the sittings of the Commission. Our own tent, as an acknowledgment of the responsibilities of the Chairman, was placed at the end of two long lines, formed by the eighteen tents appropriated to the other members of the Commission, the secretaries, shorthand staff, caterers, and European servants. The scene was made gay with flowers. The next three days were fully employed in the sittings of the Commission.

Arrive at
Patna

Our en-
campment

January 5.—Visited the opium factory. It is not necessary to describe the process by which the drug that has filled so large a space in our recent deliberations is prepared. In the final stage the Government opium takes the shape of a cannon-ball. The quantity in store at Patna not rarely exceeds 1,000,000*l.* in value. In contrast with this accumulation of valuable property, it is interesting to note the low scale of pay for the employés of the factory. We were told that the native foreman—the head man in an establishment where some 1,500 hands are employed—receives eleven rupees a month, the rupee at the present rate of exchange being worth 1*s.* 4*d.* The wages for the working hands range from a penny a day

The opium
factory

Wages of
natives in
the esta-
blishment

for children to fourpence, as a maximum, for men. The wages of agricultural labourers in this part of India do not exceed two annas, or a little more than twopence a day. Even in the neighbourhood of Calcutta, at the large and admirably equipped Canning jute mills, which we visited, and where from three to four thousand hands are employed, the wages range from twopence to fourpence a day. We are told that the natives are able to live, according to their mode of existence, on this miserable poor pay. Every member of a family earns wages and contributes to the common fund. Many of the cultivators possess a little patch of their own. Their dwellings are of the most rudimentary description, consisting of the tiniest huts, made of bamboo and matting. They have little need of fuel. Their clothing consists entirely of cotton cloth. Their food is millet, their drink water.

Dwellings
and food

Proceed to
Benares

January 6.—Proceeded in the night to Benares. Here we were encamped in the compound attached to a small palace belonging to the Maharaja. The European cantonment occupies a considerable space of undulating and park-like ground, well planted with trees in groups. The drought had been of long continuance, but the grass was not yet burnt up. Adjoining the civil cantonment are the barracks for European troops, now occupied by a detachment of the Northumberland Fusiliers. The men seemed in fine health. They have a splendid expanse of grass for cricket

Troops at
the station

and football. It was a short walk of half a mile from the European barracks to the quarters occupied by the 5th Bengal Light Infantry. These native soldiers are fine fellows physically, good at drill, and better shots than our own men. If we may trust their fidelity, they are a valuable support to the British force in India. It has been decided lately to keep the native regiments homogeneous, as far as possible, as to race and caste. It is believed that each corps will be smarter and more efficient on this system. The obvious disadvantage is that a spirit of discontent, should it arise, would spread more quickly through a regiment.

We remained at Benares from the morning of the 7th until 10 P.M. on the 9th. At dawn the following morning we reached Lucknow. It is far the most attractive of all the places we have visited since leaving Calcutta. The European cantonment covers a large space, traversed in all directions by broad and well-kept roads and fine avenues. The river Gumti is a most attractive feature. A considerable part of the adjoining open ground has been laid out with great taste as a park and garden.

As the old capital of the kings of Oudh, Lucknow contains many fine examples of Indian architecture, which it is unnecessary to enumerate or describe. The Residency, now in ruins, is the centre of interest. It occupies hilly ground of small elevation, and may be nearly two miles in

Go on to
Lucknow

The Euro-
pean can-
tonment

The Resi-
dency
during the
Mutiny

circuit. When the mutiny broke out, our garrison consisted of the British 23rd Regiment, with some artillery and nearly a hundred officers from the native regiments which had mutinied at Cawnpore. The weakest places in the defence had been palisaded, and the garrison was well provisioned. This handful of less than a thousand fighting men was besieged by 60,000 rebels. The fire of their heavy guns never ceased, and assaults were delivered almost daily. The Residency was invested in July, and the first relief, under Havelock, did not arrive until September. In the interval, of a total number of 2,994 persons, scarcely one thousand had survived. The gallant resistance was carried on under great disadvantages to the besieged. They were completely surrounded by the native town, which afforded cover to the assailants close up to the lines of defence.

War gives opportunities for the noblest deeds of heroism, patriotism, and self-sacrifice. Never were those great qualities more signally displayed than in the defence and relief of Lucknow. On the tomb of Sir Henry Lawrence is inscribed an epitaph which is equally appropriate to every man who fought and fell at Lucknow :—

Memorial
to Sir
Henry
Lawrence

HERE LIES

HENRY LAWRENCE,

WHO TRIED TO DO HIS DUTY.

May the Lord have mercy on his soul

January 15, 16, and 17.—These days were spent in camp at Umballah, the work of the Commission occupying the greater part of our daylight hours. The testimony of representatives of the native States against any change in the present policy in relation to opium was the leading feature in the evidence taken.

Work at
Umballah

Had an interview with the Maharaja of the State of Nabha, a fine old chieftain, who arrived in camp with a military escort, to pay a visit to Sir James Lyell. In the course of our conversation the Maharaja remarked that the population in these districts is rapidly increasing beyond the means of maintaining them, and that a war was needed to reduce the numbers. He condemned the use of opium. Many of the witnesses before the Commission were Sikhs, who, in common with all the races inhabiting the Punjab, present a striking contrast to the Bengalis in physical strength and manly bearing.

The Maha-
raja Nabha

From Umballah we proceeded to Lahore, and from Lahore to Delhi, arriving on the morning of January 23. Every day was fully occupied in taking evidence on the opium question. The work on which we were engaged had the irksomeness of monotony, and constant repetition of the same arguments, the same opinions, and the same statistics, whether for or against opium. But there was much of interest in the witnesses themselves. The extensive knowledge of English among the natives of India is quite remarkable.

Lahore and
Delhi

Evidence
of the
natives on
the opium
question

Many appeared before us, having no connection with the public service, who, in ready command of our mother tongue, were fully equal to the best educated Englishmen. They experienced absolutely none of the difficulties which most of us find when we endeavour to express our thoughts in any other tongue than our own. They were fluent to volubility, animated, argumentative, and even eloquent. They were able to return fire most effectively upon occasion, when placed under the ordeal of cross-examination.

Native
troops

We saw a splendid Sikh regiment on parade at Delhi. In physique and martial bearing the men were equal to our Foot Guards. They are drawn from a solid class of small yeomen-farmers. The pay of a native infantry soldier is seven rupees a month, and for this small sum he finds his provisions and all his undress kit. The native army is a marvellously cheap force, and their officers believe that the men may be trusted to stand by us as long as we are able to show a bold front to the enemy. They feel the prestige which belongs to a Government sustained, as ours has thus far been, through every difficulty and trial which we have had to encounter. None can say what the native soldier might do in case of serious reverses. He may help us to avert, he might not help us to retrieve, disaster.

We found time in the early mornings and afternoons to see the mosques, the forts, and the palace, so justly renowned as the very finest

examples of Oriental architecture. Delhi presents indications of present prosperity in the recent erection of a large flour mill, two cotton mills, and malting kilns on a colossal scale.

Prosperity
of Delhi

Leaving Delhi on the evening of the 24th, the following morning we were in camp at Agra. Here, as elsewhere, the best hours of the day were occupied with the business of the Commission, the hearing of witnesses being conducted in a large tent. We paid an almost daily visit to the Taj and fort. An afternoon was given to a walk to Abkar's tomb, about five and a half miles from Agra. In some hasty notes of a former journey I joined in paying the universal tribute of admiration to the beauties of the Taj. In the present visit we saw it in all its phases, at the hour before sunset, in the full blaze of noonday, and by moonlight. The green garden, admirably planted, and watered from many fountains, adds greatly to the architectural effect. Its fresh verdure contrasts admirably with the pearly whiteness of the temple. It is impossible to describe the impression created by this unrivalled combination of many beautiful things, including the Taj itself, a central object of supreme loveliness—the grand entrance gateway, the garden, the pavilions, about midway down on either side, the platform with its four graceful minarets, so perfect in its proportions, forming a substructure for the principal building, the two fine mosques by which the Taj is flanked, and, beyond all this wealth of art, the broad waters of

Go on to
Agra

Beauty of
the Taj

the Jumna and the not distant view of the fort and palace of Agra.

The fort at
Agra

The extensive fort at Agra, situated in a commanding position on the banks of the river, is not inferior to the noble structure of Delhi. The material employed is a richly coloured red sandstone. The gateway is of fine proportions, with beautiful ornamentation, especially on the inside. Within the fort is the fine mosque known as the Muti Musjid, or Pearl Mosque, erected by Shah Jehan, and rightly named from the pure white marble of which it is built. In the adjacent palace, though it has been much injured, the magnificent marble pavilions overlooking the river still remain in perfect preservation.

The Muti
Musjid

Tomb of
Akbar

The tomb of Akbar, at Secundra, receives considerable notice in Fergusson's admirable work on the architecture of the East. The main building is surrounded by a large garden, the entrance to which is through a grand gateway. To eyes that have been feasting on the Taj and the fort at Agra, the main building at Secundra is comparatively uninteresting.

Jeypore

We moved from Agra to Jeypore in the night of January 28-29. During our day at Jeypore we were the guests of the Resident, Colonel Peacock. His house is quite charming, and the hospitality offered to the members of the Opium Commission was most kind. The afternoon was spent in taking evidence. We sat in a large and graceful building, recently erected in the native style from

the design of Colonel S. S. Jacob, who, beyond his wide repute as an architect, is even more justly esteemed as engineer of the irrigation works which have converted whole tracts of desert into fruitful fields.

The evidence given by the prime minister at Jeypore was the feature of the afternoon. The minister, who spoke English with extraordinary fluency, came here originally as the head of the College. From a pedagogue he has become an administrator of no mean ability. Under his care the Maharajas, under whom he carries on the government, have become men of large wealth. The present ruler is said to have a hoard in cash amounting to some millions sterling. The native States have a certain advantage in being free from the heavy demands made on British territories for the remittance of local revenues, for the maintenance of the army, and the expenses of the central Government at Calcutta.

Evidence
of Prime
Minister of
Jeypore

We arrived at Ajmere on the morning of January 30. The arrangements provided for a stay of six and a half days, which were to be devoted to taking evidence from representatives of the numerous small native States in Rajputana. In this district the consumption of opium is considerable, and the poppy cultivation for export through Bombay to China is a valuable local resource. For obvious reasons the native States would not welcome a policy of prohibition.

Arrive at
Ajmere

At Ajmere we were in a small oasis of British

Ajmere

territory attached to the Bombay Presidency. It is a pleasant place surrounded by hills, affording a great relief from the level monotony of the plains of Bengal and the Punjab. The public gardens are extensive. Our hall of audience was on the shores of the lake. The room where we held our sittings opened on to a terrace, on which stand two lovely white marble pavilions, dating from the period of the Moguls. The ruined mosque at Ajmere, known as the Ardhai-din-ka-Jomptra, is a building of the greatest beauty and interest. It dates from 1200 A.D., and is a singular combination of Hindu and Mohammedan art. A Jain temple was appropriated by the Mohammedans and faced with a screen, which is one of the finest examples of the Indian Saracenic architecture.

The
Ardhai-
din-ka-
Jomptra

Arrive at
Indore

We arrived at Indore at an early hour on February 6, and after breakfast drove to our encampment, pitched on an open space in front of the British Residency.

Indore is the capital of the Maharaja Holkar. The population of the State is nearly 7,000,000; the city, which is a place of considerable trade in the exportation of wheat and opium, has a population of 100,000.

Sittings of
the Com-
mission

The sittings of our Commission were held on the first day at the Residency, and on the following day in the hall of the College. The attendance was large, and the witnesses were more than ordinarily interesting. Colonel Robertson, representing the Civil Service, was an able exponent of the

objections to a policy of prohibition. Holkar's prime minister, Rao Bahardar, a native gentleman, formerly holding a legal appointment under the Government of Bombay, exhibited an extraordinary command of English and no mean knowledge of the arts of statesmanship. From other independent States we had numerous witnesses, many of whom were curious survivals from an age and an order of things now rapidly passing away.

The city of Indore possesses some charming gardens, extending along the banks of a small river, the Sirsuti, which has been formed into a chain of artificial lakes. We paid a visit to Holkar, and received a return visit in our tent. The Maharaja speaks English fluently, and shows a considerable knowledge of affairs. Indore

From Indore to Bombay the journey by rail occupies twenty-four hours. The crossing of the Nerbudda, and the rapid descent of 1,200 feet from Mhow to Choral, are full of interest. Indian railway carriages have at least the merit of being airy, and the arrangements for refreshments are generally sufficient. By rail to
Bombay

We arrived at Bombay at sunrise on February 9. The Victoria Railway Terminus is the finest building of the city, and is not surpassed by anything of the kind in London. The broad streets and lofty, well-built houses would have been perfectly in keeping in Paris. It was pleasant to find ourselves once again in the perfect quiet of the 'Sun-beam,' which had reached Bombay in excellent Arrive at
Bombay

order. After spending three days on board we took up our quarters under the hospitable roof of the Governor, with whom we remained nearly a week.

Mobilisa-
tion and
man-
œuvres of
the local
naval
forces

Our stay at Bombay was well timed for seeing a local effort in naval mobilisation. The two torpedo gunboats and seven torpedo boats stationed here for the defence of the harbour were mobilised at twelve hours' notice, and proceeded to sea for a week's cruise, manned partly by British blue-jackets and partly by lascars of the Indian Marine. On the return of the torpedo flotilla, two days were given to an attack on Bombay from the sea. The attacking force was represented by some cruisers of Admiral Kennedy's squadron. The resources of the defenders included the two turret-vessels 'Cerberus' and 'Magdala,' and the torpedo-boats. The manœuvres afforded an opportunity for some smart evolutionary work by the torpedo flotilla. It was satisfactory to see the turret-ships under way, and the forces of the Royal Navy and Indian Marine brought together.

Public
buildings
of Bombay

I will not attempt a description in detail of things worth seeing in Bombay. The public buildings on the esplanade facing the sea form collectively a range of edifices symmetrical in design, and in point of dimensions and architectural merit not easily matched in any city in the world. The Law Courts, the Secretariat, and the University are nobly housed in these beautiful structures. The style is an Orientalised Gothic.

The designs for the University buildings, including a grand Gothic library and a clock-tower 260 feet high, are by Sir Gilbert Scott. The Secretariat, a building nearly 450 feet long, is from designs by Colonel Wilkins, R.E. The Law Courts were designed and built by General Fuller, R.E. The esplanade is adorned with fine statues—of the Queen, by Noble, and of the Prince of Wales, in bronze, by Boehm. Her Majesty is seated on a throne, under a Gothic canopy of exquisite design.

The Sailors' Home is a handsome building, ^{The Sailors' Home} designed by Mr. Stevens, A.C.E. The front has a length of 270 feet; the interior affords airy accommodation. Every sailors' home is lacking in the things which make a real home. The life is that of a barrack, without privacy, without womanly ministrations, and without the small comforts which count for so much, and which it is so impossible for superintendents and committees of management to provide. At the time of our visit the Home was full of seamen of the Royal Navy, who have been serving in the 'Marathon' or in a gunboat, and who were to be relieved by new crews sent out in the 'Tyne.'

The Town Hall, one of the chief ornaments of ^{The Town Hall} Bombay, is on a large scale, 260 feet long by 100 feet deep. The architecture is Doric. The massive pillars of the colonnade forming the front of the building were sent out from England. The assembly-room, 100 feet square, contains a fine

organ, the gift of Sir Albert Sassoon. An adjacent suite of rooms contains the large and well-selected library of the Asiatic Society. The vestibule connecting the library with the great hall is adorned with statues of Lord Elphinstone, Sir J. Malcolm, and Sir Charles Forbes, all by Chantrey and in his best manner.

The dock-
yard

The dockyard of Bombay dates from 1673. It is now in the hands of the Government of India. Fitted with a complete equipment of machinery, and with a staff of English foremen, the resources for the repair and maintenance of the navy are the most complete in the East, and, of all our stations abroad, are only exceeded by those of the dockyard at Malta. Bombay may be regarded as the head-quarters of the Indian Marine. All the local transport duties of India are performed by the ships of this highly efficient service. It would be a great economy to the Indian Government if the troopships were manned with native crews, under European officers, and kept in repair at Bombay. The running expenses would be considerably reduced, while the Admiralty would thus have a body of officers and men placed at their disposal whose services are greatly needed.

The
harbour

The harbour of Bombay, the source of its prosperity, is one of the most commodious in the world. It has a length of twelve to fourteen miles in a north and south direction, with an average width of from four to six miles. An enor-

mous trade is carried on, over-sea by steamers, and coastwise in native dhows. The fortifications and floating defences of the port have been greatly strengthened of late years. A graving-dock for ships of deep draught is still required to make the port in all respects a station such as England ought to possess in these seas. It has been computed that Bombay has a seafaring population of 230,000. It is also the Manchester of India. The cotton-spinning industry has been wonderfully developed of late years. It gives employment to 8,000 hands. The tall chimneys of the mills can be traced along the shore for a distance of many miles. The British troops forming the garrison have their quarters on the narrow spit, projecting two miles to seaward, forming the Kolaba Point. The quarters for the men and bungalows for the officers would be delightful in a temperate climate. Here is the beautiful Kolaba Church, filled with stained windows, to the memory of many gallant men who have died in India in the service of their country.

Want of a
large grav-
ing-dock

Cotton-
spinning
industry of
Bombay

At Bombay the work of the Opium Commission in India was brought to a close. We spent several days in taking evidence, and finally devoted some days to private conference, followed by a meeting at which an opportunity was afforded, both to the native members of the Commission and to the representatives of the Anti-Opium Association, for putting us in possession of their views. The members of the Civil Service who have been attached to the Commission have been

Comple-
tion of work
of Opium
Commis-
sion

never-failing in consideration to us and in devotion to their work. From all with whom we have been brought in contact in India—high and low—we have received unvarying kindness.

Leave
Bombay
in the
'Sunbeam'

It only remains to bring the 'Sunbeam' home to her familiar anchorage in Cowes roads. The passage from Bombay to Aden was made when the north-east monsoon was no longer blowing with the full force experienced in the cold season of India. We sailed on Saturday, the 24th of February, and arrived at Aden on March 7, having covered 691 miles under sail and 890 miles under steam. The best run under sail was made the first day after leaving Bombay, distance 170 miles.

Arrive at
Aden and
transfer to
'Himalaya'

At Aden, in consequence of the receipt of a distressful telegram, we transferred ourselves to the P. and O. steamship 'Himalaya.' In this noble vessel we maintained a steady average speed of 415 knots a day. From Brindisi, anxieties being relieved by the reassuring news which we found awaiting us, I continued in the 'Himalaya' to Malta, to spend a few days at the headquarters of our naval force in the Mediterranean, pending the arrival of the 'Sunbeam.'

Arrive at
Malta.
Discussions on
naval
matters

Many deeply interesting discussions were held at Malta on the subjects with which we have to deal in the preparation of the 'Naval Annual.' The relative value of monster, medium, and small ships for the line-of-battle, the best types of cruisers, dockyard administration, the manning problem, and the maritime defence of the British

Empire and its principal trade routes, offered themes of inexhaustible interest. The present Mediterranean fleet shows a striking development of naval force since 1862, when the present writer first cruised in the Mediterranean. In types of ships we have changed from the wooden three-decker to the armoured and mastless 'Ramillies.' In numbers we have expanded to a force of thirty-one pendants, of which ten are flying on armoured battle-ships of the first class.

On the 24th of March, two days after her arrival from Bombay, the 'Sunbeam' sailed from Malta, homeward bound. Favoured with fresh easterly winds, from Cape Bon to Cape de Gata, we reached Gibraltar on the 31st of March. The distance from Malta was 662 miles under sail and 376 miles under steam.

Leave
Malta in
'Sunbeam'

Gibraltar, so long the subject of abortive discussions, both in and out of Parliament, is at last to be taken in hand and equipped with all the resources necessary for a position of such importance. The anchorage is to be protected by two long moles from torpedo attack. A graving-dock is to be constructed. The facilities for coaling are to be adapted to the requirements of a large fleet in time of war. The fortifications and their armament do not at present call for the expenditure of serious sums.

Gibraltar.
Additions
to its naval
resources

Sailing from Gibraltar on March 31, we made good progress until we arrived off Cape St. Mary. Here we encountered the first gale which we had

Leave
Gibraltar.
A northerly
gale

Put into
Lisbon

Proceed
and arrive
in Cowes
Roads

experienced since leaving England. It was from the N.N.E. and therefore off shore; yet it blew with such force that it was necessary to call all hands and take in close reefs. In a few hours the wind abated, and we proceeded under steam and sail, working to windward, close under the land. At 7 A.M. on April 2 we rounded St. Vincent. At 2 A.M. on April 3 a very heavy sea began to make from the north-west. At noon decided to put into Lisbon. At 4 P.M. entered the Tagus. A huge swell was rolling in upon the bar. The next day, at 3 P.M., we once more put to sea, and after a fine passage anchored in Cowes Roads at 7 P.M. on Sunday, April 8. I conclude with the following statistics, compiled from the log-book:—

Distances	Sail	Steam	Sail and Steam	Towed
	Miles	Miles	Miles	Miles
England to Calcutta .	3,106	4,257	325	50
Calcutta to Bombay .	—	—	—	2,152
Bombay to Aden .	721	890	—	—
Aden to Malta .	430	1,939	—	—
Malta to Cowes .	893	1,116	400	—
	5,150	8,902	725	2,202

SUMMARY

Distances
run

Sail	5,150
Steam	8,902
Sail and steam	725
Towed	2,202
	16,979 miles

The quantity of coal consumed has been three hundred tons.

APPENDIX

SUMMARY OF VOYAGES COMPILED FROM LORD BRASSEYS LOG BOOKS

A

DISTANCES SAILED

Year	Knots	Year	Knots	Year	Knots	Year	Knots
1854	150	1864	1,000	1874	12,747	1884	3,087
1855	250	1865	2,626	1875	4,370	1885	6,344
1856	2,000	1866	4,400	1876	37,000	1886	36,466
1857	1,500	1867	3,000	1877		1887	
1858	2,500	1868	1,000	1878	9,038	1888	1,175
1859	2,300	1869	1,900	1879	5,627	1889	8,785
1860	1,000	1870	1,400	1880	3,415	1890	8,287
1861	800	1871	5,234	1881	5,435	1891	1,183
1862	3,200	1872	9,152	1882	3,345	1892	11,992
1863	900	1873	2,079	1883	13,545	1893-4	19,804

Total, 1854 to 1894, 237,986 knots.

B

VOYAGES

- 12 Voyages to the Mediterranean. Furthest points, Constantinople, 1874 and 1878 ; Cyprus, 1878 ; Egypt, 1882.
- 3 Circumnavigations of Great Britain.
- 1 Circumnavigation of Great Britain and the Shetlands, 1881.
- 2 Circumnavigations of Ireland.
- 3 Cruises with the fleets during manœuvres, 1885, 1888, 1889.

- 3 Voyages to Norway, 1856, 1874, and 1885 (with Mr. Gladstone).
 2 Voyages to Holland, 1858, 1863.
 1 Voyage round the World, 1876-77.
 1 Voyage to India, Straits Settlements, Australia, Cape of Good Hope, 1886-87.
 1 Voyage to the West Indies, 1883.
 1 Voyage to the West Indies and the United States, 1892.
 1 Voyage to Canada and United States, 1872.
 1 Voyage to the Baltic, 1860.
 1 Cruise of Lord Tennyson, 1889.
 1 Voyage to Calcutta and Bombay, 1893-94.

C

Year	YACHTS	Tonnage
1854	Spray of the Ocean	8
1856-58	Cymba	50
1859-60	Albatross	118
1863-71	Meteor	164
1871-72	Muriel	60
1872	Eothen	340
1874-91	Sunbeam	532
1882-83	Norman	40
1891	Lorna	90
1892	Zarita	65
1894	Dragon	20

D

Year	YACHTS HIRED	Tonnage
1855	Zillah	20
1863	Eulalie	18
1873	Livonia	240

INDEX

- AÆLESUND**, i. 50
Abdallah, Moslem chief, i. 7
Abd-el-Kader, Arab chieftain, and the French invasion of Algeria, i. 15-17
Aberdeen, the Earl and Countess of, at Kandy, i. 298
Abigail, Hon. F., at Hawkesbury River Picnic, ii. 79
Abkar's tomb, at Secundra, ii. 237, 238
Abu Ail, i. 256
Adam's Bridge, Ceylon, projected railway across, i. 300
Adam's Peak, Buddhist tradition concerning, i. 296
Adelaide, ii. 1; site and description of the city, 4, 31; horse-racing at, 5; botanical gardens, 5; zeal of its Press, 5; Jubilee Exhibition and other public buildings, 12, 13, 17, 20, 77; Royal Geographical Society and Chamber of Commerce, 13-16, 20-28; theatrical performance, 18; divine service, 18; education at, 31, 32; cottages, 32; railway communication with Melbourne, 41
Adelaide, Port, ii. 3; visit to, 17; harbour and docks, 17; corn mill at, 17, 18; sailors' home, 18
Aden, voyages to and calls at, i. 61, 64, 257, ii. 221, 222, 246; harbour, i. 257; strategical importance, 258
'Adventure', its surveys, i. 148
Affridis force at Kyber, i. 264
Afghan War, its moral effect on India, i. 265
Afghanistan, trade and other relations with British India, i. 264, 266; Sir Devas Sing's views regarding British policy in, 273
Agha (= native Arab chief), i. 26
Agnew, Vans, tomb of, at Mooltan, i. 262
Agra, visit to, i. 259; the Tâj Mahal and fort, 276, ii. 237, 238; British troops at, i. 276; its prison, 277; mosque, ii. 238
Ajmere, Opium Commissioners at, ii. 239; situation of the town, 239, 240; ruined mosque and Jain temple, 240
'Alabama' claims, i. 247
Albany (= King George's Sound), as a port, i. 335; communica-

- tions, 335, 336; description of the town, 336; excursion from, to a forest of eucalyptus, 336-339; departure from, ii. 1
- Albany Islands, ii. 139, 140
- Albany Pass, ii. 139
- Albany, Port, ii. 139, 140
- Albatross in flight, i. 332
- 'Albatross,' German gun-vessel, at Balmain, ii. 84
- Alexandria, i. 62, 64
- Algeria, a trip to, in 1862, i. 1; reasons for selecting Algeria as a subject, 2, 3; geography, 3; its mountains, 4; climate, 4; fertility of soil of the northern region: future as a corn-producing country, 4-6; summary of its yields throughout the year, 5; the south an arid waste, 5; its rivers and springs, 5; early history, 6; Moslem invasion of, 6; resisted by Moors, 7; its capital the 'kingdom' of pirates, 7, 8; atrocities on Christians by Algerine soldiers, 8, 9; consequent bombardment of Algiers by the British and Dutch fleets, 9-14; invasion and conquest of the country by the French, 14-17; journey from Marseilles, 17; arrival at Algiers and description thereof, 17-23; trip into interior: to the cedar forests of Teniet, 23; agricultural resources of this tract of the country, 24; European skill and capital required for its development, 24, 25; industries of the colonists, 25; an Arab village, 25; native police, 25; difficulties and discomfort of travelling, 26; acceptable hospitality, 27; the forest of Teniet-el-Had, 27; return to Algiers, 28; passage to Storah, and journey to Biskra, 28-32; traffic on the road, 28; method of conveying merchandise by camels, 28; the gorge of El-Kantara, 29; scenery, Roman road and vegetation, 29-30; arrival at Biskra, 30-32
- Algiers, historical associations, i. 3, 7; bombarded by the British fleet, 3, 9-14; blockaded and taken by the French, 14, 15; description of the lower town, old city and native quarters, 17-20; its principal bazaar, 19; shops and their owners, 19, 20; streets, 20; habits and handicraft of inhabitants, 21; coffee-grinding and cafés, 21; population, architecture and palaces, 22; a call at, in 1886, 253
- Algoa Bay, ii. 155
- Alice, Queensland, ii. 122
- Allas, Strait of, i. 329, 330
- Alleghany Mountains, i. 237
- Alma, Port, ii. 122
- Almazon, Caliph, destroys Egyptian canals, i. 34
- Alsace, its trade with Hao, i. 156
- Amboise Castle, Abd-el-Kader confined there, i. 17
- America, effect of the Trades on its discovery, i. 188. *See also* United States and South America
- Amritsar, i. 259; its golden temple, 270; railway, 277

- Andamans, i. 292
 Anderson, Mr., at Jubilee celebration in Melbourne, ii. 36
 Anderson, tomb of, at Mooltan, i. 262
 Andes, projected railway across the, i. 99
 Angus, Mr. J. H., his gift to Adelaide University, ii. 32
 Antimony mines of Sarawak, i. 310
 Antonio, Port, i. 199, 200, ii. 203
 Antrim Inlet, i. 141
 Arab village, near Cheleffe, i. 25
 Arabi Pasha, the suppression of, ii. 220
 Arabs at Algiers, i. 22; their capacity for work, 41, 42
 'Araucania,' in the Trinidad Channel, i. 147
 Arbitration, courts of, in trade disputes, ii. 22, 23
 Archer, Point, ii. 133
 Ardhai-din-ka-Jompra (ruined mosque at Ajmere), ii. 240
 Argentine (Central) Land Company, i. 101-105
 Argentine Republic, area, population, climate and progress of the country, i. 98; commerce, 98, 99; railways, 99, 100; civil wars, 100; introduction of foreign colonists by the Central Argentine Land Company, 100, 101; physical features of the country, 100; native industry, 101, 103; Indians, 101; land and wheat cultivation, 101, 102; locust plagues, 102, 103; pasturage, 103; misfortunes of foreign colonists, 103, 104; future policy regarding, 104-105; sheep-farming and wool production, 107-109; as a field for British emigration, 110; Italian emigrants to, 112, 113; distribution of population, 113; State colonies in, 113, 114; emigration by artificial means discouraged, 114; trip to the southern frontier, 114; State expeditions against marauding Indians, 115; extension of its southern frontier, 116; agricultural statistics, 117; political tranquillity necessary for the country's prosperity, 117; insurrection of 1873 suppressed, 118; President Avellaneda's efforts to insure peace, 118
 Armstrong guns, boats, machines and gun-vessels in Australia, ii. 33, 46, 47, 71, 94, 105, 106
 Army, British, in India, i. 263, 265, 267, 268, 276, ii. 229, 230, 233
 Arrowroot, cultivation of, at St. Vincent, ii. 192
 Ascension, ii. 166
 Ashley, Mr. Evelyn, at Gibraltar, i. 185
 Asia Minor, early trade with the Roman Empire, i. 3
 Asiatic Society's Library at Bombay, ii. 244
 Assab Bay, i. 256, 257
 Assam, ii. 228
 Assumption, i. 59
 Assunguy, the Colony of, i. 83, 84
 Atlantic liner, life on an, described, i. 222-228
 Atlantic, wind chart for the, i. 66
 Atlas Mountains, i. 4, 5, 17, 22-23, 24, 30
 Attock, railway bridge at, i. 263

- Aumale, Duke of, and the conquest of Algeria, i. 15
- Aures Mountains, i. 28, 31, 32
- Australia, suggested hydrographic investigations in, i. 67; sheep-farming in, compared with Argentina, 107, 108; the gold of, compared with Patagonian, 128; steam communication with Tahiti, 160; future of, in the Pacific, 163; and the Panama route, 198; a thirteen months' cruise to India and Australia in 1886-87: Western Australia, 334-343, ii. 1; South Australia, 3-33; journalistic zeal in, 5, 6; and the Soudan campaign, 8; its defences, 8-11, 32, 33; the labour question in, 20-28; Adelaide to Melbourne, 33-67; interest in India, 57, 115; Melbourne to Sydney, 67-92; Sydney to Newcastle and Brisbane, 93-108; Rockhampton to Cooktown, 108-133; Cooktown to Thursday Island, 134-143; trade with the Mauritius, 155
- Australian Bight, ii. 1
- Australian Navy, ii. 118, 119
- Avellaneda, President, i. 117, 118
- Azores, the, i. 211-213
- Azul, i. 58, 114-116
- BABAR memorial at Delhi, i. 274
- Bab-el-Mandeb, Straits of, i. 61
- Babo, Baron Von, and vine-culture in Cape Colony, ii. 160
- 'Bacchante' flagship, i. 280
- Backstair Passage, ii. 34
- Bacon, Lord, on travel, i. 1; on diaries, 3
- Bacri, an Algerian Jew, i. 14
- Bahamas, the particulars concerning, i. 200-204, ii. 207
- Bahia, i. 81
- Bahia Blanca, i. 116
- Balaklava, Jamaica, excursion to, ii. 200, 201
- Balboa, Vasco Nuez del, discoverer of the Pacific, i. 121
- Bali, Strait of, i. 330
- Ballarat gold diggings, i. 128, ii. 40
- Balmain, ii. 84
- Bananas, export of, from Jamaica, ii. 196, 203
- Bangkok, proposed railway at, i. 304
- Banguay Island tobacco cultivation, i. 316
- Barages, Michigan, i. 242, 243
- Barbados, ii. 177; the natives of, 178, 179; Christianity in, 179, 180, 183; military expenditure in, 180; railway, 180; its sugar industry, 181, 182; trade with America and the United Kingdom, 182; college and church at Barbados, 182, 183; first West Indian settlement, 183; as a military station, 195; cultivation of land in, 214; government, 216
- Barbarossa, the Pirate, i. 3, 7, 8
- Barcelona, ii. 176
- Bass's Straits, ii. 34
- Bateman's Bay, ii. 63
- Batua, i. 28
- 'Beach comber,' the, i. 160
- Beaconsfield, Lord, on Gibraltar, 252, 253

- 'Beagle,' its surveys, i. 148
Bêches-de-mer (dried sea-slugs), ii. 138, 139, 149
 Beechey, Captain, Pacific explorer, i. 67, 154, 155
 Beggars on horseback, Argentine, i. 117
 Belcher, Sir Edward, Pacific explorer, i. 67, 155
 Belgium, its trade with Argentine Republic, i. 99, 109
 Belkingshausen, Pacific explorer, i. 154
 Beloochees, the, characteristics of, i. 260
 Belvedere, Bengal, ii. 224
 Benares, ii. 232, 233
 Bengal, its native troops, i. 263, 266, ii. 233; the Bay of, i. 292; acting governor of, ii. 224; plains of, 228
 Bengalis, physique of the, ii. 235
 Bergen, its industries and other particulars concerning, i. 47-49, 55
 Bermuda, passage to, i. 205, 208, 209; its dockyard and buildings, 210, 280; strategical position, 210; fortifications and garrison, 211
 Bermudas, general description of, i. 209; the scene of Shakespeare's 'Tempest,' 210
 Bertie Bay, i. 144
 Bijapur, King of, and Jangira, i. 293
 Biskra, journey to, i. 28; the town, 30, 31; sunset at, 32
 'Bismarck,' German war-ship, ii. 85
 Bitter Lakes, i. 33, 255
 Blaine, Mr., on the Eastern question, ii. 212
 Blake, Sir Henry, Governor of Jamaica, ii. 195, 196, 198, 202
 Blakistone Island, ii. 212
 Blanco, President, i. 194
 Blidah, i. 23, 24
 Blonde shoal, i. 165
 Blue Mountains, Jamaica, i. 199, ii. 195, 217
 Blue Mountains, N.S.W., ii. 90, 91
 Blyden, Mr., of Sierra Leone, ii. 167
 Boa Bahia (= good bay of Bombay), i. 278
 'Boadicea' flag-ship, ii. 228
 Boca de Huevos, i. 189, ii. 184
 Bodo, i. 50, 51, 54; midnight sunsets at, 51, 54
 Boehm, statue by, at Bombay, ii. 243
 Boers, and the Government of Cape Colony, ii. 162, 163
 Bolan Pass, and the invasion of India, i. 261, 265
 Bold Head, i. 334
 Bombay, and the Suez Canal route, i. 44, 278; visits to, 258, ii. 241; trade, i. 277; site, 278; progress and communications, 278, ii. 241; harbour, i. 278, ii. 244; public buildings and statues, i. 279, ii. 241-243; dockyard, i. 279, 299, ii. 244; want of a graving dock, i. 280, 281, 299, ii. 245; its lifting dock, i. 280; military and naval forces, 281, ii. 242, 244, 245; defences of, i. 281; its cotton factories, 283-290, ii. 245; sailors' home, 243; seafaring

- population, 245 ; Opium Commissioners at, 245
- Bombay and Burmah Trading Co., i. 302 ; use of elephants by, 306
- Bon, Cape, i. 184, ii. 247
- Bona, coral industry, i. 9, 19, 20 ; occupied by the French, 15
- Bonin Islands, i. 177
- Bonnecho, the discoverer, i. 154
- Borda, Cape, ii. 2, 3
- Borel, M., his share in constructing the Suez Canal, i. 41
- Borja Bay, i. 133, 146
- Borneo. *See* North Borneo
- Bosanquet, Captain, of H.M.S. 'Opal,' ii. 92
- Botany Bay, ii. 142
- Bougainville (explorer) in the Pacific, i. 154
- Boughton Island, ii. 97
- Boungo Channel, i. 60
- Bourmont, General de, French commander in Algeria (1830), i. 15
- Bow Island, i. 59
- Bowen, ii. 125 ; future of, 126
- Brand, President, ii. 162
- Brander, Mr., of Tahiti, i. 162
- Brassey, Lord, address to 'Sunbeam' crew, i. 249 ; interviewed in Australia, ii. 6-11, 114-122 ; speeches by, in Australia, 13-16, 20-28, 37-40, 52-60 ; on sailors' rests, 60, 61 ; presentation and picnic to, in Sydney, 77-83 ; summary of his voyages and travels, 249, 250
- Brassey, Mrs. (afterwards Lady Annie), views Clarke Island from the topsail yard, i. 153 ; at Hao, 155 ; interest in the St. John Ambulance Association, ii. 61, 88-90
- Brassey, the late Mr. Thomas, works and appreciation of, i. 277, ii. 80-82, 253
- Brassey, Cape, i. 136
- Bray, Mr., at Adelaide, ii. 17
- Brazil, its trade with Bergen, i. 47 ; visit to (1876), 78 ; Government, 80 ; ruler, 80 ; chances of a republic, 81 ; personal influence of the Emperor, 81, 82 ; papal edict against freemasons, 82 ; Emperor's summer palace at Petropolis, 83, 85 ; German colonists in, 85 ; unsuitable field for British emigrants, 86, 87 ; climate, 86, 94 ; import duties, 87 ; deficiencies of the people as a race, 87 ; intolerance of matrimonial laws, 88 ; cultivation of waste land, 88 ; agricultural products, 88 ; coffee plantations and slave labour, 88-93 ; free *versus* slave labour, 93 ; extension of the upper Parana River to, 97 ; emigration by artificial means discouraged, 114
- Breaksea Island, ii. 1
- Breaksea Spit, ii. 107, 142
- Bridgetown, Barbados, ii. 177-179
- Brindisi, ii. 246
- Brisbane, ii. 97-99 ; the Press and Federation, 99 ; situation of the city, 99 ; population and suburbs, 100 ; the river and botanic gardens, 100 ; Houses of Legislature, 101 ; the great bridge, 101 ; its naval contingent, 106
- Brisbane, Captain, and the Dey of Algiers, i. 13, 14

- 'Brisk,' British cruiser, ii. 228
 British African Company, ii. 166
 British colonists and emigrants, Brazil unsuitable for, i. 86; Baron de Rio Bonito's kindness to, 88; to the Argentine Republic and the United States, 110, 112, 113; unfit for physical labour in the Tropics, ii. 16, 21, 22; in Queensland, 128
 British India Company, its trade with Ceylon, i. 297
 Brockbank & Atkins, chronometer makers, i. 66
 Broken Hill, silver at, ii. 31
 Bronoe Sound, navigation in, i. 56
 Brooke, Rajah, and Sir James, their work in Sarawak, i. 308-312
 Broome, Sir Frederick Napier, on the Parliament of Western Australia, i. 341
 Brown, Captain, and the Yonnies expedition, ii. 167
 Brown, Commander, R.N., i. 119
 Brown, Mr. John Crosby, of Orange, U.S.A., i. 231, 232
 Browning, Robert, on manual labour, ii. 26
 Brownless, Dr., at Jubilee celebration in Melbourne, ii. 36
 Brun, Mr., on the shape of Makassar, i. 328
 Brunei, the river, city, and other particulars concerning, i. 314-316
 Buddhism in Ceylon, i. 296
 Buenos Ayres, visit to, i. 58, 64; extension of the Parana River into, 97; horse- and cattle-rearing in, 106; sheep farming and wool production, 107-109; as a field for emigrants, 111; political influence of Italian emigrants in, 112, 113; density of population, 113; failure of State colonies, 113, 114; richness of the soil, 116
 Bugeaud, Marshal, defeats Abd-el-Kader, i. 16
 Bullock Brothers, Messrs., Rangoon, i. 301, 302
 Burgess, Lieut., at bombardment of Algiers, i. 10
 Burke, quoted, i. 81
 Burmah, progress under British rule, i. 301; industries, 301, 305, 306; story of its annexation, 302; and consequent resentment of the Burmese, 303, 304; development of the country: railways, 304; ignorance of its interior, 305; sparseness of population and its cause, 306, 307
 Bustard Bay, ii. 142
 Byrne, Mr. St. Clare, designer of the 'Sunbeam,' i. 63
 Byron, John (explorer), on the wreck of the 'Wager,' i. 145; at the Paumotu group, 154
 Byron, Cape, ii. 97
 CABUL, its trade with Peshawur, i. 264
 Cadiz, communication with Havana, ii. 204
 Cahima, Queen, and the spread of Islam, i. 7
 Cain, Councillor, at Melbourne, ii. 51

- Cairo, ii. 219
- Calcutta, proposed railway to Burmah, i. 305; voyage to, ii. 219, 222; work of the Opium Commission at, 223; life of seamen at, 223, 224; situation of the town, 224; its park, 224; public buildings and Government House, i. 279, ii. 225; Christmas Day at, 228; New Year's festivities, 230; visit to sailors' home, 230; native wages in, 232
- California, its gold diggings, i. 129
- Callaghan, Mr., of the North Borneo Company, i. 325
- Camels, use of, in Algeria, i. 28, 29; in constructing Suez Canal, 37; in India, 262, 264
- Cameron, Mr., on the Mount Morgan Gold Mines, ii. 112
- Canada, its trade with Tahiti and the West Indies, i. 161, ii. 182, 192; subsidy of steamers by Canada to Australia, ii. 9; advantages to Canada of union with Great Britain, 58, 59
- Canary Islands, its trade with Jamaica, ii. 199
- Canning Jute Mills (Calcutta), ii. 232
- Cape Colony, trade with the Mauritius, ii. 155; enterprise of the Government of, 158, 159; its old Dutch towns, 160; visit to a Dutch farm in, 161; agriculture in, 162; politics in, 162; relations with the Transvaal, Orange Free State, and the native tribes, 162-165; its railways, 163, 164; its mineral wealth, 165
- Cape de Verdes, ii. 169, 176
- Cape of Good Hope, i. 44, 65, 69, ii. 151
- Cape Town, view of Table Mountain from, ii. 158; its new dock, public buildings and other attractions, 159; its suburbs, 160
- Capricorn, Cape, ii. 107, 142
- Caraccas, the, i. 193, 194
- Cardwell, ii. 129, 130
- Carey, Mr. J. C., at Hawkesbury River, ii. 79
- Caribbean Sea, i. 191
- Carlisle Bay, Barbados, ii. 177
- Carrington, Lord and Lady, at Sydney, ii. 76, 85
- Carter, Mr. G. D., at Melbourne, ii. 51, 52
- Carteret (explorer) at the Paumotu group, i. 154
- Carthage Harbour, i. 184
- Castanet, Messrs., of St. Lucia, ii. 194
- Castries (St. Lucia), the port of, ii. 193; as a coaling-station, 194; physical conditions of, 194
- Cauvery, the delta of the, i. 296
- Cawnpore, the mutiny at, ii. 234
- Cayman Islands, ii. 218
- Celebes Sea and islands, i. 325
- 'Cerberus,' turret-vessel, ii. 242
- Ceylon, visit to, i. 292; derivation of the name, 295; Buddhism in, 296; shape of the island, 296; its rubies, mountains, rivers, climate, and vegetation, 296; coffee and tea planting, 297; spices and other products, 297; pearl fisheries, 297; its chief towns, 297
- Challenger Bay, ii. 127

- Chambré, Lieut., of the 'Fantôme,'
i. 176, 177
- Chantrey, statues by, in Bombay,
ii. 244
- Charles V., Emperor of Spain, and
the Corsairs of Barbary, i. 8
- Charters Towers goldfields, ii. 127
- Chasm Reach, i. 142
- Cheleffe, plain of, i. 23, 25, 26
- Chesapeake, River, ii. 207, 208, 212
- Chesney, General, his survey of
the Isthmus of Suez, i. 34
- Chicago, journey to, i. 236; arrival
at, 237; position and growth,
238; centre of a vast commerce,
238; colossal proportions of its
buildings and streets, 239; the
city of business, 239; trade with
Marquette, 241
- Chili, and the navigation of the
Straits of Magellan, i. 125, 130;
aspirations of, concerning Sandy
Point, 127-130
- Chilians, trade with marauding
Indians, i. 116
- China, lighthouse on the coast of,
i. 66; trade with Tahiti, India,
and Brunei, 160, 287, 314, 315,
ii. 239; and the Panama Canal
route, i. 198; proposed railway
communication with India, 304,
305; trade routes to, ii. 136, 144
- China seas, wind chart for the, i. 66
- Chinese commissioners at Sydney,
ii. 90
- Chinese in Burmah, North Borneo,
Australia, and West Indies, i.
305, 311, 314, 319, 323, 327, ii.
21, 22, 30, 74, 150, 153, 185, 204
- Chinese junks, i. 181
- Chippewaw Indians at L'Anse, i. 243
- Chloral, ii. 241
- Chlorination process for gold, ii.
110-112
- Christiansund, i. 50
- Church Missionary Society, its
work at Sierra Leone, ii. 167
- Churchill, Lord Randolph, his
strictures on naval administra-
tion considered, ii. 119
- Cingalese pearl divers, i. 297
- Claremont Island, its lightship, ii.
137
- Clarke, Hon. W., at Hawkesbury
River, ii. 79
- Clarke Island, i. 152, 153, ii. 92
- Cleveland (U.S.A.), its trade with
Marquette, i. 241; iron industry
at, 244
- Coal miners, wages and hours of,
in N.S.W., ii. 94
- Cochin China, navigation of its
rivers, 307
- Cockatoo Island, ii. 84; dockyard
and graving docks at, 85
- Cocoa-nut Island, 165
- Codrington College, Barbados, ii.
182, 183
- Coffee-grinding at Algiers, i. 21
- Collins, Mr. (U.S. Consul), ii. 83
- Colombo, visits to, and other par-
ticulars concerning, i. 61, 64,
291, 297, 298, ii. 221, 222
- Colon, steamship communication
with Havana, ii. 204
- Colonial Sugar Company (Queens-
land), ii. 127
- Columbus, effect of the Trades on
his discoveries, i. 188; and the
Dragon's Mouths, 189, ii. 184,
and the Bahamas, i. 204
- Comorin, Cape, i. 290, 291

- Conciliation, courts of, in trade disputes, ii. 23, 24
 Conolly, Mr. T. J., at Jubilee celebration in Melbourne, ii. 36
 Constantia, vine-culture at, ii. 160
 Constantine, i. 16, 2, 28
 Constantinople, Mr. Blaine on England's influence at, ii. 212
 Conway, Cape, ii. 124
 Coode, Sir John, and Coode Island as a coaling-station, ii. 144; his breakwater at Table Bay, 158
 Cook, Captain, the explorer, i. 154, 156, 159, ii. 14, 69, 134, 141-143
 Cook, Colonel, and the Sikhs, 26
 Cook, Mount, ii. 134, 135
 Cook's Pigeon House, ii. 69
 Cooktown, voyage to, ii. 133; its situation and other particulars concerning, ii. 134, 135
 Coolie labour in Burmah, Australia, and the West Indies, i. 302, ii. 21, 22, 185, 197
 Corcovado Peak, i. 79, 94, 95
 Cordillero range, i. 129, 130
 Cordova, the explorer, i. 122, 133
 Cordova, excursion to, and other particulars concerning, i. 58, 99, 100, 105, 133
 Coromandel coast, deltas of, i. 296
 'Corsair,' steamship, i. 232
 Corsairs of Barbary, i. 3, 7, 8
 Cowie, Messrs., and the Muara coal mines, i. 314
 Cowper, Consul, on the Argentine Republic, i. 98, 110, 117
 Creole population of the Mauritius, ii. 153
 Crete, Island of, i. 62
 Crocker, Mr., governor of North Borneo, i. 307, 323, 325
 Croydon, North Queensland, gold in, ii. 113
 Cuba, voyages to, i. 200, ii. 203; coral formations off the coast, i. 203; Government of, ii. 206
 Cumberland Islands, Australia, ii. 123
 Cureton's Mooltani Horse, i. 266
 'DACL,' cable-laying ship, i. 137
 Dacoity, revival of, in Burmah, i. 303
 Daintree, valley of the, ii. 133
 Dale, Mr. David, and the labour question, ii. 23
 Dalgety, Messrs., of Newcastle (N.S.W.), ii. 95
 Dalhousie, Lord, his trip in the 'Sunbeam,' i. 251
 Dalley, Right Hon. W. B., in N.S.W., ii. 79, 80, 85
 Dampier's Collection of Voyages, i. 131
 Dana, Mr., on the crater of Kilauea, i. 168; and coral reefs, 204
 Danger Point, ii. 98, 142
 'Dangerous,' early name for Paumotu group, 154
 Darjeeling, ii. 224, 225; other particulars concerning, 226-228
 Darley, Sir Frederick and Lady, in N.S.W., ii. 91
 Darling Downs, Queensland, ii. 101
 Darling Harbour and Point, Sydney, ii. 71, 76
 Darnley Island, the administration of, and other particulars concerning, ii. 147-149
 Darvel Bay, its harbour and pro-

- ducts, i. 316, 317, 321; Chinese settlement at, 321
- Darwin, Professor, on the height of snow line, glaciers, and coral reefs, i. 147, 148, 204
- Darwin, Port, ii. 149-151, 157
- Davenport, Sir Samuel, at Adelaide, ii. 13, 32
- Davies, Mr., British resident at Kudat, i. 317
- Davis, Mr., formerly of Hastings, at Sydney, ii. 78
- Deerstalking near Darvel Bay, i. 325
- Dela Rue, Mr. Warren, his evidence on Meteorology, i. 68
- Delgada, Cape, i. 124
- Delhi, i. 259, ii. 235; its buildings, i. 274, 275, ii. 236, 237, 238; the Ridge during the Mutiny, i. 275; its railway, 277; native troops at, ii. 236
- Denham, Admiral Sir Henry, his hydrographic labours, i. 67
- Denison, Port, ii. 125
- Desolation, Isle of, i. 134
- D'Estary, Count, at Grenada, ii. 189
- Diamond Hill, i. 174
- Diamonds of South Africa, ii. 156, 165
- 'Dido,' H.M.S., at Ocho Rios, i. 199
- Dillon, General, at Rawul Pindi, i. 266
- Direction Hills, i. 124
- Direction Islands, ii. 143
- Divers, pearl, wages of, ii. 146
- 'Dolphin,' U.S.N., ii. 209
- Donovan, Colonel, his fights against marauding Indians, i. 115
- Donovan, Mr., librarian at Brisbane, ii. 101, 102
- Doria, Spanish Admiral, at Algiers, i. 8
- Dove, Professor, his meteorological investigations, i. 68
- Downer, Mr., rector of Kingston, Jamaica, i. 199
- Dragon's mouths, i. 189, 191, ii. 184
- Drake, Sir Francis, i. 126, 131
- Drake's Island, i. 215
- Dromedary, Mount, ii. 142
- Drontheim, its shipbuilding industry and Cathedral, i. 55
- Drysander, Mount, ii. 124
- Duluth, ii. 276
- Duncan, Colonel, his nutmeg estates, ii. 190
- Dungeness, ii. 127
- Dunn, Mr., his corn-mills, ii. 17, 18
- Duperry (explorer) at the Paumotu Group, i. 154
- Dutch fleet, assists at bombardment of Algiers, i. 9; hydrographic investigations of, 67; conflicts with the Portuguese, 294; descendants of the Dutch at Ceylon, 298, 300; Dutch administration of Makassar, 327, 328, ii. 15; colonists at the Cape, 163, 164
- Dyaks, in Sarawak and North Borneo, i. 311, 320
- EAST, a run to the, in 1893-1894, ii. 219-248. *See* India
- Eastern Question, Mr. Blaine on the, ii. 212

- Ebony**, use of, in Ceylon, i. 296
Eclipse Islands, i. 334
Eden, Mr., on Brazilian colonisation, i. 85
Eden Harbour, i. 149
Edgecumbe Bay, Queensland, ii. 125
Egypt, money paid by, towards construction of Suez Canal, i. 43; the Great Pyramid of, ii. 219; England's position in, 220
Elder, Sir Thomas, of Adelaide, ii. 32
Elephant labour at Moulmein, i. 305, 306
Elizabeth Island, bird life on, i. 126
Elizabeth, Port, ii. 156; prosperity of the town, 156; its trade, 156, 157
El-Kantara, the gorge of, i. 29; scenery, 29; Roman road, 29; and vegetation, 30
Ellery, Major, of the Melbourne Observatory, ii. 65
Ellery, Mr. R. L. J., at Jubilee celebration in Melbourne, ii. 36
Ellis, Dr., and the St. John Ambulance Association Meeting (Sydney), ii. 86
Ellis, Rev. W., on the discovery of the Pacific, i. 121
Elphinstone, Lord, statue at Bombay, ii. 244
Emerson, Mr., on confidence in sailors, i. 208
Emigrants, their nationality and characteristics, i. 224, 225. *See also under British, German, &c.*
Emma, Queen, of the Sandwich Islands, i. 175
Emu Plains, ii. 90, 91
'Endeavour', Captain Cook's ship, ii. 141, 143
Endeavour River, ii. 134, 143
Endeavour Strait, ii. 143
England. *See* Great Britain
English Narrows, dangers of, i. 143, 144, 147
English Reach, i. 133
Englishmen as Seamen, i. 70-73, 333. *See also* Seamen
Ensenada, i. 58, 119
Entre Rios, i. 82
Esperanza, Island of, i. 141
Estancia de los Ingleses (Peak of Tenerife), i. 75
'Etruria' liner, i. 223, 224
Eucalyptus forests (Western Australia), i. 336-339
Europe, a trip to the North of, in 1874, i. 46-56. *See* Norway.
Europe Inlet, i. 141
European cantonments in India, i. 262
Evans, Captain, his aids to navigation, i. 67
Everest, Mount, ii. 228
Exmouth, Lord, at bombardment of Algiers, i. 3, 8-14
Eyre's Sound, glaciers in, i. 148
FAIRFAX, Rear-Admiral, ii. 92
Fairway Islands, i. 134
False Sugar-loaf hill (Rio), i. 79
Famine, Port, first Spanish Settlement at, i. 131, 132
Famine Reach, i. 131
'Fantôme', H.M.S., i. 173

- Farm Cove (Sydney), ii. 71, 72
 Fatsizio, Island of, i. 180
 Faval, ii. 169, 170; unseaworthy craft destroyed at, 171; effect of the Suez Canal on the trade of Faval, 171; whaling at, 172; statistics concerning, 172; view of, from Pico, 212
 Federation. *See* Imperial Federation
 Fergusson cited, ii. 238
 Findlay, Mr., on the Paumotu group, i. 153
 Finisterre, Cape, experiences off, i. 58, 63
 Finmark, its fishing industry, i. 47
 Fitzgerald, Captain, on the Navy, ii. 119
 Fitzgerald, Mr. Nicholas, at Imperial Federation League dinner, Melbourne, ii. 51
 Fitzroy, Admiral, explorer, his surveys, i. 59, 122, 154
 Fitzroy River, ii. 107, 108, 122, 123
 Flagstaff Hill (Newcastle, N.S.W.), its fort, ii. 94
 Flattey, Cape, ii. 143
 Fleming, Mr., acting governor of the Mauritius, ii. 153
 Flinders, Captain, the hydrographer, ii. 137
 Flinders Passage, ii. 146, 149
 Flower, Professor, ii. 202
 Fly river, New Guinea, Mission work on the, ii. 148
 Forbes, Professor, on glaciers, i. 148, 149
 Forbes, Sir Charles, statue of at Bombay, ii. 244
 Formosa Channel, i. 60
 Forster, Mr. W. E., on Imperial Federation, ii. 53
 France, position of her troops in Algeria, i. 4; history of her conquest there, 14-17; establish native police there, 26; trade with the Argentine Republic, 99, 109; her protectorate over Tahiti, 154, 163, 164; her naval strength, ii. 120; her sugar bounties and its effect on the Mauritius, 155; former connection with Trinidad, 185; French planters in the West Indies, 217; and the British occupation of Egypt, 220
 Francki, Mr. (manager of Mort & Co.'s engineering works), ii. 84
 Frankland Islands, ii. 132
 Freemasonry in Brazil, Papal edict against, i. 82
 Freetown, situation of, ii. 166
 Free Trade and Protection, Lord Brassey on, ii. 24-26
 French Messageries Maritimes (Steamship Company), i. 17, 297, ii. 72
 Frio, Cape, i. 78, 79
 Froude, Mr., on the West Indies, ii. 191, 213
 Froward, Cape, i. 132, 133
 Fuegians, precautions against, in the Straits of Magellan, i. 135
 Fuller, General, designs Law Courts at Bombay, ii. 243
 Fullerton, Captain, of the Hobson's Bay naval establishment, ii. 46
 Funchal, beauty of, i. 73, 74
 'GALATEA' yacht, defeat of, in 1886, i. 232-236

- Galita, suggested lighthouse for, i. 254
- Galle, Ceylon, i. 61, 64, 297
- Ganges, the delta of the, ii. 223, 226
- Gata, Cape de, i. 185, ii. 247
- Gavia Mountain, i. 79, 95
- Gaya, its harbour, i. 816
- 'Gayundah' gun-vessel, ii. 105, 106
- Geelong, ii. 40; the town described, 41
- 'General Gordon,' river boat, ii. 79
- Genoese, at Gibraltar, i. 252
- George, Cape, ii. 142
- George, Henry, and the Knights of Labour, i. 231; fallacy of his theories, ii. 74, 75
- Georgian Islands, trade with Tahiti, i. 159
- 'Germanic' liner, i. 222, 223; life on board, 224; emigrants, 224, 225; crew, 225-228
- Germans, as colonists, emigrants, and navigators, i. 85, 86, 112, 113, 161, 225, 317, ii. 102-105, 116
- Germany, trade with the Argentine Republic and Tahiti, i. 109, 161; type of its cruisers, 191, ii. 75; Lord Brassey on the unity of, ii. 56, 114; sugar bounty system, 155
- Geysers of St. Michael, i. 213
- Ghauts, the, i. 293
- Ghoorkas, the, i. 268, ii. 229
- Gibbon on the Moslem irruption, i. 6
- Gibb's Hill, Bermuda, i. 209
- Gibraltar, coaling-station, i. 44; visits to and calls at, 62, 64, 185, 252, ii. 176, 219; the Straits of, i. 63, 186; its dock-yard, i. 185; impressions of the fortress, 186; Lord Beaconsfield's description of scenes on the Rock, 252, 253; want of dock accommodation, 253; Admiralty reforms at, ii. 247
- Gillies, Mr. Duncan, at Melbourne, ii. 51
- Glaciers in the Straits of Magellan, i. 148, 149
- Glanville, Fort, ii. 33
- Glebe Colliery (Newcastle, N.S.W.), ii. 95
- Glenelg, ii. 3, 4, 10, 11, 20; battery for, 33
- Gloucester, Cape, ii. 125
- Gloucester Island, ii. 125
- Goa, Portuguese settlement in India, i. 293; communications and harbour, 293; ancient splendour, 294; its churches, 294; modern Goa: its salt trade, 295
- Gold in Patagonia, North Borneo, Australia, Cooktown, and South Africa, i. 128, 130, 317, 321, 322, ii. 17, 31, 40, 62, 102, 108-113, 127, 134, 163
- Gordon, General, a tribute to, i. 216
- Gordon, Sir Arthur, at Kandy, i. 298
- Goshen, Land of. *See* Ouady Toumilat
- Goths, the invasion of Algeria by, i. 6
- Goyave Bay, ii. 190
- Grand Etary, Grenada, ii. 187
- Grant, Admiral, at Plymouth Dock-yard, i. 251
- Grappler, Port, 142, 146

- Great Barrier reef of Australia, ii. 123, 134, 135
- Great Britain: expedition against Algiers, i. 9-14; opposition to Suez Canal, 36; extensive use of same, 61; surveying service, 65, 66, 122; trade with Argentine Republic, 99, 109; with Hao, 156, and the Panama route, 198; colonial administration, 216, 217; relations with the United States, 247; rule in India, 273, 274; importance to, of an efficient Indian marine, 282, 283; administration of the Goa salt trade, 295; and the Ceylon pearl fisheries, 297; annexation of Burmah, 302-304; relations with the Colonies, ii. 6, 16, 54, 82, 83, 99; colonial enterprise contrasted with Holland, 15; labour and free trade questions in, 22-26; trade with Newcastle (N.S.W.) and San Francisco, 93; and Imperial Federation, 114; and Cape Colony, 162; military expenditure in Barbados, 180; her trade with, and government of, the West Indies, 182, 185, 196, 213-218; and the Eastern question, 212; position in India considered, 228, 229
- Great Isaac's Light, i. 201
- Great Pyramid, the, ii. 219, 220
- Grefton, Cape, ii. 132
- Gregory Range, i. 125
- Gregory Shoulder, i. 125
- Grenada, ii. 186; the Grand Etary, 187; cocoa, fruit, and nutmeg industries, 187-189; its old forts, 189; departure from, 191; land in, 214
- Grenville, Cape, ii. 137, 139
- Griffith, Sir Samuel, Premier of Queensland, ii. 102
- Guardafui, Cape, lights for, ii. 221
- Guia Narrows, i. 139; scenery, 139, 140, 141
- Gujerat, its early trade, i. 277
- Gumti river, ii. 233
- Gun Cay, i. 201
- Gurney, Mr., at Goyave Bay, ii. 190
- Gwalior, the Maharajah of Puttiala's services at, i. 270
- HAMBURG, its trade with Sierra Leone, ii. 167.
- Hamilton, Lieut., administrator of Labuan, i. 313
- Hao, or Harpe Island, i. 64, 154; description of, 155, 156
- Hardman (of Birmingham), glass window by, in St. Mary's Cathedral, Sydney, ii. 73
- Hardy, Mr., of Adelaide, ii. 32
- 'Harrier,' H.M.S., mail yacht, ii. 134, 135
- Harrison, Mr. Frederic, and labour disputes, ii. 23
- Hastings, old residents of, at Sydney, ii. 77
- Hatteras Cove, ii. 207
- Havana, ii. 204; characteristics of, 204; harbour and shipping, 204; sanitary condition, 205
- Havelock, General, and the relief of Lucknow, ii. 234
- Hawaii, i. 59, 64, 165
- Hawke, Cape, ii. 97

- Hawkesbury river**, excursion and picnic, ii. 78-83
- Hay, Sir James**, Governor of Barbados, ii. 179
- Hay, Sir John**, of N.S.W., ii. 79
- Hayradin**. *See* Barbarossa
- Hayter, Mr. H. H.**, Victorian statistician, ii. 61
- Hayti**, the negro of, ii. 202
- Heath, Captain**, of the Queensland Marine Department, ii. 102, 106, 136
- Hely Hutchinson, Sir Walter**, Governor of Grenada, ii. 189, 190, 192
- Henry, Cape**, ii. 207, 208
- Henry, Prince**, of Prussia, at Port of Spain, i. 190
- Herbert River**, ii. 127, 128
- Heusner, Commodore** (of the 'Bismarck'), ii. 85
- Hext, Captain**, superintendent of Indian Marine, 280
- Hicks, Point**, ii. 141
- Hildyard, Captain**, his adventures, i. 137, 138; on the dangers of the English Narrows, 143
- Hilo**, i. 164, 165; picturesque appearance of the town, 165; swimming and diving feats at, 170-173
- '**Himalaya**,' P. and O. steamship, ii. 246
- Himalayas**, the, i. 263, 265, ii. 226-228
- Hinchcliff, Mr.**, on Lota, i. 150
- Hinchinbrook Channel**, ii. 127
- Hinchinbrook Island**, ii. 128, 129
- Hindus in Burmah**, i. 305
- Hobson's Bay**, ii. 35; its naval establishment, 46-51; the natural harbour of Melbourne, 67
- Hoe, Plymouth**, i. 215
- Hofmeyer, Mr.**, of the Cape Parliament, ii. 160, 163
- Hog's Island**, lifting-dock at, i. 280
- Holdfast Bay Yacht Club**, ii. 3
- Holkar, Maharajah**, of Indore, ii. 240, 241
- Holland**. *See* Dutch
- Hong-Kong**, i. 60, 64; trade with North Borneo, 317; proposed extension of communications, ii. 9
- Honolulu**, i. 59; suggested hydrographic investigation at, 67; description of, 173-176
- Hooghly**, the, i. 300, ii. 223, 224
- Hope, Messrs.**, locust plague on their farm, i. 102
- Horn, Cape**, i. 65, 69
- Horn Island**, ii. 149
- Hornehlen**, the precipice of, i. 49
- Horta**, the roadstead of, ii. 169-171; its breakwater, 172
- Howe, Cape**, ii. 68
- Howick Island**, native encampment in the, ii. 136, 137
- Hubli**, railway communication with, i. 293
- Hughes, Sir Walter**, his gift to Adelaide University, ii. 32
- Huglem**, i. 52
- Hull, Commander**, his aids to navigation, i. 67, 176
- Humayoon Memorial** at Delhi, 274
- Hummocky Island**, ii. 107
- Hunt, Mr. and Mrs.**, missionaries ii. 147, 148
- Hunt, Mr. Lennon**, on Assunguy, i. 83-85

Hunter, Dr., on the Portuguese dominion in India, i. 294
 Hunter River (N.S.W.), ii. 93
 Husband's Inlet, i. 141
 Hutchinson, Lieut., in Victoria, ii. 49
 Huxley, Professor, and the Marine Biological Station at Jamaica, ii. 202
 Hyderabad, Nizam of, i. 271

ICEBERG SOUND, i. 149
 Icebergs, dangers of, i. 223
 'Illimani,' ss., courtesy of her captain, 123
 Imperial and Colonial Conference, ii. 117
 Imperial Federation in Australia, ii. 7, 51-60, 99, 114-117, 121
 India (a thirteen months' cruise to India and Australia in 1886-1887), i. 248; down Channel and call at Plymouth, 251; passage to Gibraltar, Algiers, Port Said, Suez Canal, and Red Sea, 252-256; to Aden and Bombay, 257, 258; journey to Kurrachee and Shikarpur, 259, 260; establishment of municipal councils in India, 261; possible invasion of India considered, 261-265; journey to Lahore, 261; European cantonments in India, 262; journey to Peshawur, 263; the trade route to Cabul, 264; stay at Rawul Pindi, 266; Amritsar and Puttiala, 270; difficulties of Indian princes, 271; British *v.* Native rule, 273, 274; native love of display, 274; necessity

of British rule, 274; visit to Delhi, 274; to Agra, 276; prison administration, 277; return to Bombay, 277; cotton-mill industry in, 283-290; visit to Jan-gira, 290; to Goa, Ceylon, Colombo, Kandy, and Trincomalee, 293-298; railway development in, 300, 305; Rangoon, 301; annexation of Burmah, 302; Moulmein, 305; value of India to the Colonies, ii. 7, 57, 115, 116; wheat cultivation in, compared with South Australia, 30; its trade with the Mauritius, 155; Opium Commissioners in India, 219-248; England's position in, 228, 229; effect of the spread of education among the natives, 229; consequent desire to share in the Government, 229; necessity for British troops in, 229; a Government opium factory, 231; wages in India, 231, 232; reminiscences of the Mutiny, 233, 234; Government of native states, 239; opium trade in the native states, 239-244; railway travelling in, 241; local force at Bombay, 242, 244
 India, Portuguese, i. 293-295
 Indian army (native), i. 263, 266-268; position of native officers, 269, 273, ii. 229, 233, 236
 Indian Marines, i. 279, 280, 282, 283, ii. 242, 244
 Indian Mutiny, loyalty of the Sikhs during the, i. 270; the Delhi Ridge during, 275
 Indian Ocean, i. 61; wind charts of, 66, ii. 153

- Indian Reach**, i. 142
Indians in the Argentine Republic, i. 100, 101, 110, 115, 116
Indore, Opium Commissioners at, ii. 240, 241; situation of the city, 241
Indus, railway bridges over the, i. 260, 261, 263; its canals, 262
Inglis, Hon. James, at Hawkesbury river picnic, ii. 79
Inglis, Mr., harbour-master at Glenelg, ii. 12
Inland seas of Japan, i. 60-62, 64
Inquisition, the, in Portuguese India, i. 294
Insurance, maritime, its abuse, ii. 141, 171
Intercolonial railway, ii. 9
Interviewing in Australia, ii. 114
Investigator Strait, ii. 2, 3
'Iphigénie', French cadet frigate, ii. 168
Irish colonists in the Argentine Republic, i. 110
Isly, battle of, i. 16
Ismailia, headquarters of the Suez Canal Company, i. 38, 42; coal-ing-station at, 44; sunset at, 255; call at, in 1893, ii. 219
Italians in the Argentine Republic, i. 100, 105, 112, 113; at Assab, 256
Italy, the unity of, ii. 56, 114
Ives, Professor, at Adelaide, ii. 20

JACK, Mr., on the Mount Morgan goldmines, ii. 112
Jackson, Port, description of, ii. 69-71

Jacob, Colonel S. S., his work in Jeypore, ii. 239
Jacobabad, military force at, i. 260
Jain temple at Ajmere, its architecture, ii. 240
Jamaica, i. 196; scenery, 196; statistics, 196; negro population, 196; indolence of natives, 197; fertility of soil, 197; trade, 198; its chief towns, 198; another visit to, ii. 195; improved prosperity of, 196; its products, 196, 203; the sugar industry and the manumission of the slaves, 196, 197; the planter, 197, 198; coffee, fruit, cacao, and fruit cultivation in, 198, 199; absentee ownership in, 197, 198, 217; loyalty and simplicity of natives, 199, 201, 202; religion, 199; railway construction and wages in, 200, 201; establishment of a marine biological station at, 202; land in, 215; Government, 216; as a field for British settlers, 217
James's 'Naval History', quoted, i. 8
James River, ii. 208
Jamestown, St. Helena, ii. 165
Jamid Masjid, the, at Delhi, i. 274
Jamrud, fort of, visit to, i. 263, 264
Jangira, fort of, i. 292; the Nawab of, 292; origin of his family, 292
Japan, visit to, i. 60-62, 181, 182; lighthouses on the coast of, 66; and the Panama Canal route, 198; its trade with Bombay, 287; visit to a Japanese corvette, ii. 18

- Japanese art collection at Montreal, ii. 253
- Japanese junks, i. 181
- Jardine, Mr., his cattle station at Somerset, ii. 140
- Javanese labour in Queensland, ii. 131, 132
- Jebel Sukkir, i. 256
- Jervois, Sir William, and the defence of Australian harbours, ii. 8, 33
- Jesuits, their work in Northern Michigan, i. 243, 244
- Jew, an Algerine, described, i. 19, 20
- Jews, at Algiers, i. 22; at Gibraltar, 253
- Jeypore, Opium Commissioners at, ii. 238; the Prime Minister of, 239; wealth of the Maharaja of, 239
- Jhind, Phulkan chief, i. 270
- Joel, Consul, on wheat-growing in Roldan, i. 102
- Johnson River, ii. 131
- Johore, i. 61, 307
- Joinville, Prince de, and the conquest of Algeria, i. 15, 16
- Jujuy, projected railway extension to, i. 100
- Jumna River, ii. 238
- Jute Mills, Calcutta, wages in, ii. 232
- KABYLES, characteristics of, i. 16; at Algiers, 22
- Kabylia, conquest of, i. 16, 17; toys from, 19
- Kaffirs, and the Government of Cape Colony, ii. 162, 164
- 'Kaiser-i-Hind,' P. and O. steamer, ii. 222
- Kandy, its scenery, i. 298; and gardens, ii. 101
- Kangaroo Island, ii. 2, 3, 34
- Keightley, Mr. S., on the coal industry at Newcastle (N.S.W.), ii. 95
- Kelly, Tom, the negro pilot of the Bahamas, i. 201-203
- Kennedy, Admiral, at Calcutta, ii. 228; at Bombay, 242
- Kennion, Bishop (Primate of South Australia), ii. 18, 21
- Kettle, Mr. Rupert, and the labour question, ii. 23
- Kilauea, the crater of, i. 166-170
- Kimberley, Cape, ii. 132
- Kimberley, yield of diamonds at, ii. 156
- Kina Balu Mountain, i. 316
- Kinchinjunga, peak of, ii. 227, 228
- King, Captain, his surveys, i. 59, 122
- King, Cape, i. 181
- King George's Sound, i. 334; the harbour and its defences, 334, 335; Lord Brassey on the defence of, ii. 8, 9, 144. *See also* Albany
- King William IV.'s Land, its mountains, i. 186
- Kingston, Jamaica, i. 197, 198; the church in, 199; another visit to, ii. 195
- Kingstown (West Indies), characteristics of, ii. 191; the Bay, 191; condition of the populace, 193
- Kioto, opening of a railway to, i. 60
- Kirkwall, Orkney, compared with Thursday Island, ii. 145

- Knights of Labour in New York, i. 231
- Kobe, i. 60, 64
- Kolaba, Bombay, its church, ii. 245
- Kolaba, peninsula, i. 278
- Korkan, its early trade, i. 277, 278
- Korum Valley, impracticable for artillery, i. 265
- Kotzebue (explorer) at the Pao-motu group, i. 154
- Kruger, President, on Boer independence, ii. 162
- Kudat, its harbour, i. 316; position and prospects, 317; tobacco industry, 317; dangerous navigation of the waters near, 317, 318
- Kunching, i. 308; its population, buildings, fort, and roads, 309
- Kuper, Admiral, bombards Simosenoki, i. 60
- Kuro Siwo, i. 60
- Kurrachee, i. 259, 261; strategical importance, 259; harbour improvements, 259
- Kutub Minar column described, i. 274, 275
- Kyber Pass, fort at entrance of, i. 264; trade through the pass, 264; difficulties of Russian invasion, 265
- LABOUR question, the, ii. 21-24
- La Brea, its pitch lake, i. 190
- Labuan, size, i. 312; administration of, 313, 314
- Ladder Hill, i. 139
- Ladrone Islands, i. 59, 122
- La Guayra, i. 193, 194; its railway, 194
- Lahore, i. 259, 261; the city, 262, 263; its university, 272; prison administration, 277; another call at, ii. 235
- Laird, Messrs., makers of the 'Sunbeam's' engines, i. 63
- Lamport & Holt, Messrs., ship-owners, ii. 193
- Lancashire, its cotton industry compared with that of Bombay, i. 283-289
- Lankester, Professor Ray, and the Marine Biological Station in Jamaica, ii. 202
- L'Anse, i. 242; Indians at, 243
- Laplanders at Tromsø, i. 53; number of Laplanders in 1874, 55
- Largs, Fort, ii. 33
- La Valley, M., his share in constructing the Suez Canal, i. 41
- Lawrence, Sir Henry, Memorial at Lucknow, ii. 234
- Lecky, Captain, and the passage of Trinidad Channel, i. 147
- Lee, Commander, at Sydney, ii. 86
- Leeuwin, Cape, i. 341
- Leeward Islands, trade with Tahiti, i. 161
- Le Maire (explorer) at the Pao-motu group, i. 154
- Le Pere, his survey of the Isthmus of Suez, i. 34
- Lesseps, M. de, early career, i. 34; surveys the Isthmus of Suez, 35; concession from Egyptian Viceroy to construct a canal, 35; submits scheme to an International Commission, 35; successfully advocates his project throughout Europe, 36; and the traffic through the Canal, 255

- Levantine troops massacre Christians at Bona, i. 9
- Leys, Governor, of Labuan, i. 313
- Liebnis, Dr., on the quality of Mount Morgan gold, ii. 112
- 'Liguria,' Orient liner, i. 332
- Lima, cable to, i. 137
- Lindsay, Mr., the explorer, on South Australia, ii. 30
- Linschoten Islands, i. 60
- Lisbon, calls at, i. 63, 64, ii. 248
- Little-Sea Hill, ii. 107
- Liukiu Islands, i. 60
- Lizard, the, i. 214
- Lizard Island, ii. 143
- Loch, Sir Henry, at Melbourne, ii. 35-37
- Locust plagues in the Argentine Republic, i. 102, 103
- Loffoden Islands, its fishing industry, i. 47, 54; midnight sunset off the, 51
- Log of the 'Sunbeam,' cruise round the world in 1876-77, i. 64, 146, 164; cruise to the West Indies in 1883, 217-221; cruise to India and Australia in 1886-87, 250, 251, 291, 324, ii. 4, 35, 70, 107, 133; run to the East in 1893-94, 248
- Lombok, the peak of, i. 329, 330
- London and the Suez Canal route, i. 44, 45
- London Missionary Society, ii. 148
- Long Reach, i. 133; its barren scenery, 134
- Longwood, St. Helena, ii. 166
- Lookout, Cape, ii. 207
- Lookout, Point, ii. 143
- Lota, i. 59, 64; mines and scenery, 150
- Louis, Port, ii. 151; botanical gardens and observatory, 152; defences and docks, 155
- Low Archipelago. *See* Paumotu Group
- Lucern, abundance of, at Buenos Ayres, i. 116
- Lucknow, ii. 233; the European cantonment in, 233; the Residency during the Mutiny, 233; the relief of, 234; Lawrence memorial at, 234
- Lunar photographs taken at Melbourne, ii. 65
- 'Lurline,' yacht, ii. 212
- Lyell, Sir James, visit of the Maharaja Nabha to, ii. 235
- Lyons, Gulf of, ii. 177
- 'MACALISTER,' American river steamer, ii. 209
- Macao, i. 60
- Macartney, Lord, at Grenada, ii. 189
- MacBain, Sir James, at Melbourne, ii. 51
- McClellan, Mr., and the Suez Canal scheme, i. 35
- Macdonald, Sir John, on union with England, ii. 58, 59
- Macdonnell, Mr., on emigration, i. 108-110, 112, 113
- McIlwraith, Sir Thomas, his cattle stations, ii. 127
- McKay, Captain, on icebergs, i. 223
- McNeil's Zareba, behaviour of the Sikhs at, i. 267
- Macpherson Range, ii. 98
- Madagascar, its trade with the Mauritius, ii. 155

- Madeira**, i. 58, 64, 73 ; population and productions of, 74 ; sub-division of land, 74 ; another visit to, 186, 187
Madras, ii. 222
'Magdala,' turret vessel, ii. 242
Magellan, his discoveries and death in the Pacific, i. 121, 122, 151
Magellan, Straits of. *See* Straits of Magellan.
Magnetical Isle, ii. 142
Mahi Eddin, i. 15
Mahommedanism in Africa, i. 6, 7
Mahrattas, conflicts with Moguls, i. 278, 293
Maitea, Island of, i. 156
Maitland (N.S.W.), ii. 98
Majorca, i. 184
Makassar, Dutch administration of, i. 327 ; effect of, 328, ii. 15 ; its suburbs, i. 328 ; native dwellings, 328, 329
Makassar, Straits of, i. 325 ; difficulties of navigation, 326
Malabar Point, Government House at, i. 259
Malacca, i. 61
Malacca, Straits of, as a trade route, i. 304
Malakoff, Duke de, his palace in Algiers, i. 22, 23
Malays, in Sarawak, i. 310, 311
Malcolm, Sir John, statue of, at Bombay, ii. 244
Malewallé Channel, i. 332
Maling, Captain, of St. Vincent, ii. 191
Malta, coaling-station at, i. 44 ; call at, 62, 64, 183 ; its dockyard, 184, ii. 244 ; other visits to, 253, ii. 246, 247
Manaar, Gulf of, its pearl fisheries, i. 297
Manby, Mr., and the Suez Canal scheme, i. 35
Manchester, its trade with Sierra Leone, ii. 167
Manchester Regiment at Agra, i. 276
Mandair River, i. 293
Mandalay, proposed railway communication with Rangoon, i. 304
Manifold, Cape, ii. 142
Mansfield, Colonel, at Caraccas, i. 194
Maracas, waterfall, ii. 186
Marble Hill (Mount Lofty range), ii. 19, 20
Marburgh, ii. 102, 103 ; the village and its products, 103 ; exhibition at, 103-105
Marquesas Group, trade with Tahiti, i. 159, 161
Marquette, i. 241 ; country passed through, 241 ; iron industry, 241 ; harbour, 241 ; work of Jesuit fathers at, 243
Marryat, Captain, on Trade winds, i. 195
Marseilles and the Suez Canal route, i. 44, 45 ; trade with Sierra Leone, ii. 167
Maryborough, its naval contingent, ii. 106
Matanzas, characteristics of, ii. 205 ; its shipping, i. 206
Mauna Loa, its height, i. 166
Mauritius, the, fares from, in 1869, i. 43 ; visit to, in 1886, ii. 151 ; viewed from Port Louis, 151 ; its mountains, 152 ; value of

- scientific investigations made at, 152-154; political dissensions, 153; sugar industry, wealth, trade, defences, and docks, 155
- Maury, Lieut. (U.S. Navy), i. 67, 187
- Maxwell, Mr., at Kuching, i. 308
- 'Mayflower,' yacht, victory over 'Galatea,' i. 232-236
- Mayne, Captain, his survey, i. 59, 122; on the navigation of Smyth's Channel, 135
- Mayne Channel, i. 146
- Maysi, Cape, i. 200
- Mediterranean, lack of sailing directions for the, i. 66
- Mediterranean fleet, its development since 1862, ii. 247
- Mediterranean Sea, and surveys of the Isthmus of Suez, i. 34, 35
- Meeks, Mr. A. W., at Adelaide, ii. 21
- Melbourne, visit to, ii. 33-35; Jubilee banquet, 35-40; Imperial Federation dinner, 51-60; growth of Melbourne, 62, 63; situation, 63; botanical gardens, 63; public and municipal buildings, 63-65, 77; library, 64; observatory, university, and mint, 65; churches, 65, 66; sport at, 66; its suburbs, 66; and harbour, 67; natural defences of, 71; the Royal Humane Society at, 74
- Meldrum, Dr., meteorological observations and investigations, i. 68, ii. 152-154
- Mendoza, its fort, i. 116
- Menzaleh, Lake, fishery rights in, of Suez Canal Company surrendered, i. 41.
- Meso de Roldan, i. 184
- Messier Channel, i. 145; dust shower in, 149
- Metafuz, Cape, i. 8
- Meteorology, progress of the science (1876), i. 68, 69
- Metidja, Plain of, i. 23
- Mhow, ii. 241
- Michigan, a visit to North, i. 222; mines of, 242, 243; its pine forests, 338
- Michigan Land and Iron Company, i. 242, 243
- Midas Gold Mine (Victoria), ii. 40, 41
- Miller, Consul, on the Tahitian export trade, i. 160
- Miller, Messrs., Melbourne, railway contractors, i. 336, ii. 150
- Miller, Mr., of the Public Instruction Department, N.S.W., ii. 84
- Millianah, i. 23, 24, 26.
- Milman, Mr., Commissioner at Thursday Island, ii. 147
- Miners, work and wages of, at Mount Morgan goldfields, ii. 113; Kimberley diamond, wages of, 156
- Minikoi Island, ii. 222
- Mirabeau, Earl Russell on, ii. 27
- Mirimichie, its lumber trade, i. 241
- Mitre, General, leader of the revolutionists in the Argentine Republic, i. 117, 118
- Mogador, bombarded by the French, i. 16
- Moguls, conflicts with Mahrattas, i. 293

- Mohammed Said and the Suez Canal, i. 85, 27
 Molle, Port, ii. 124
 Möller Island, i. 154
 Molucca Islands, i. 122
 Monday, Cape, i. 134
 'Monkshaven' barque on fire, i. 58, 71, 119, 120; crew transferred to the ss. 'Illimani,' 123
 Montague Island, ii. 68
 Montesquieu quoted, i. 94
 Monte Video, i. 58, 64, 97
 Monument Hill (Newcastle, N.S.W.), ii. 94
 Mooltan, i. 259; described, 262; its cavalry regiment, 266; climate, 277
 Moorish palaces in Algiers, i. 22
 Moors in Algeria, i. 6, 7, 9; at Gibraltar, 252
 Morant Point, ii. 203
 Moravians in Jamaica, ii. 199, 200
 Moresby, Port, mission station, ii. 148
 Moreton, Cape, ii. 107, 108
 Moreton Island, ii. 98, 100
 Morgan, Mr., his steamship the 'Corsair,' i. 232
 Mordialta, country-house on Marble Hill, ii. 20
 Moriarty, Mr., Government engineer N.S.W., ii. 85
 Morley, Lord, at Gibraltar, i. 185
 Morley, Mr. Arnold, his trip to the Mediterranean, i. 251, 253
 Morocco, Emperor of, supports Abd-el-Kader against the French, i. 16
 Morpeth (N.S.W.), ii. 93
 Mort & Co., Messrs., at Balmain, ii. 84
 Moslem invasion of Africa resisted by the Moors, i. 6, 7
 Moulmein, situation of, i. 305; population of, 805; its teak industry, 805, 806
 Mount Aymond, i. 124
 Mount Batten, i. 215
 Mount Burney, 'monarch of mountains,' i. 136
 Mount Edgecumbe, i. 215
 Mount Gambier, railway communication, ii. 41; the town, its lakes, and other particulars concerning, 43-45
 Mount Lofty range, ii. 4, 5, 30; hotel accommodation on, 11; the Governor's house, 19
 Mount Morgan gold-mines, ii. 108-113
 Mount Waring, ii. 98
 Mourilyan, harbour and industries, ii. 130-132
 Mourilyan Sugar Company, ii. 130
 Muara coal-mines, i. 314
 Mulhall, on the Central Argentine Railway, i. 99
 Mumtaz-i-Mahal memorial at Agra, i. 276
 Mundella, Mr., and the labour question, ii. 23
 Murmagao, railway communication with, i. 293
 Murray, Captain, his river-boat 'General Gordon,' ii. 79
 Murray, Hon. D., at Adelaide, ii. 28
 Murray Island, missionary work at, ii. 147, 148
 Murray River, ii. 80
 Musa consolidates Mohammedanism in Africa, i. 7

- Musgrave, Sir Anthony, Governor of Queensland, ii. 99, 106
 Muti Masjid (Pearl Mosque), at Agra, ii. 238
- NABHA, the Maharaja, ii. 235
 Nabhur, Phulkan chief, i. 270
 Napier of Magdala, Lord, trunk road constructed by, in India, i. 263
 Napoleon Bonaparte, his interest in canalising the Isthmus of Suez, i. 34
 Napoleon III. releases Abd-el-Kader, i. 17; his awards concerning the Suez Canal, 40
 Narrows, the First and Second, i. 123-126; Guia, 139-141; English, 143, 144, 147
 Nash, Major, his projected railway between Trincomalee and India, i. 300
 Nash, Mr., of the Mourilyan Sugar Co., ii. 130
 Nassau, i. 202, 203; clearness of its harbour water, 204
 National Anthem, its popularity in the Colonies, ii. 44, 45
 Naval Volunteers and Brigades (Colonial), ii. 10, 11; in Victoria, 46-51; at Sydney, 71, 76, 86, 89, 91; in Queensland, 106; at Rockhampton, 113
 Navvies, wages of, in Jamaica and the United States, ii. 201
 Navy, British, bombardment of Algiers by, i. 10-12; skilful handling of British war-ships, 62; at Rio de Janeiro, 96, 97; at Bermuda, 209: a tribute to the Navy, 217; force at Bombay, 279, 280, ii. 242; Lord Brassey on the Navy and colonial defence, 9, 10, 117-121; length of commissions in, 134; force at Calcutta, 222; development in construction, 246, 247
 Neapolitan slaves at Algiers, i. 10
 Needham Point, ii. 177
 Negro, Cape, headland of, i. 79
 'Nelson,' flagship, at Sydney, ii. 91, 92
 Nelson monument at Bridgetown, ii. 178
 Nepaul as a recruiting field, i. 268
 Nerbudda, ii. 241
 Newcastle, the sanatorium of Jamaica, i. 198
 Newcastle (N.S.W.), its coalfields, ii. 79, 93-66; the work of the St. John Ambulance Association at, 86; population and defences, 94; places of interest in, 95
 Newfoundland, dense fogs of, i. 222, 223
 New Guinea, limited scope for British enterprise in, ii. 15; its mail service with Cooktown, 134; its pearl fisheries, 145; mission work in, 148
 New Hebrides, future trade prospects, i. 162
 New Mole, i. 185
 New South Wales, coast of, ii. 68, 69; comparative agricultural statistics concerning, ii. 103
 New York and the Suez Canal route, i. 44, 45; and the Panama Canal route, 198; voyages to, and experiences there, 222; posi-

- tion and plan of the city, 229;
buildings, 229; churches, 230;
electrical disfigurements, 230;
locomotion, 230; varieties of
nationalities at, 230, 231; pro-
cession of the Knights of Labour,
231; international yacht race
(1886), 232-236; its communi-
cation with Havana, ii. 204
- New Zealand, its trade with Tahiti,
Honolulu, and Newcastle
(N.S.W.), i. 160, 174, ii. 93
- Nile, the delta of the, ii. 220
- Noble, statue by, at Bombay, ii. 243
- Nordenfolt gun in Victoria, ii. 47
- 'Norham Castle,' liner, i. 186
- Normanby Sound, ii. 141
- 'Northampton,' flagship, aground
at Bermuda, i. 209; its farewell
salute to the 'Sunbeam,' 211
- Northampton Fusiliers in India,
ii. 232
- North Borneo, i. 307; how ac-
quired, 316; its harbours, inter-
ior of the country, and produc-
tions, 316; navigation of its
waters, 317, 318; the stations of
Kudat and Sandakan, 317-321;
its constabulary, 320; Darval
Bay, 321; future of North
Borneo, 322; excellency of the
Company's administration, 323
- North-east Channel, exploration
in, ii. 146-149
- Northumberland, Lord Brassey on
arbitration in, ii. 23
- Northumberland Islands, Aus-
tralia, ii. 123
- Norway, rapid passage to, i. 46, 47;
coast navigation, craft, and
pilots of, 48, 49; scenery of the
coast near Hornehlen, 49; emi-
gration statistics, 54; height of
snowline in, 147
- Norwegian emigrants to the United
States, i. 54
- Norwegians as seamen, 226
- Oakwood harbour, i. 244
- 'Oceana,' P. and O. steamer, ii. 222
- Ocho Rios, i. 199, ii. 203
- Ochovario, Point, i. 141
- Ogg, Sir William, at Hawkesbury
River, ii. 79
- Ogilvy, Messrs., at Winnipeg, ii.
254
- 'Olga,' German corvette, i. 190-192
- Oliver, Mr., at Goa, i. 293
- Oosima, i. 177
- 'Opal,' H.M.S., at Sydney, ii. 92
- Opium at Makassar, i. 327
- Opium Commission in India, ii.
219, 222, 223, 230, 231, 235, 237,
238, 239, 240, 241, 245, 246
- Oran, the French at, i. 15
- Orange, i. 231, 232
- Orange, Cape, i. 124
- Orange Free State, its relations
with Cape Colony, ii. 164
- Oranges, St. Michael's, i. 213;
export of, from Jamaica, ii. 196
- Organ Mountains, its railway as-
cent, i. 82; scenery, 82; viewed
from peak of Corcovado, 95
- Orient liners, proposal to call at
Albany, i. 335; at Sydney, ii. 72
- Orkneys, the, compared with
Thursday and adjacent islands,
ii. 144, 145
- Orleans, Duke of, and the conquest
of Algeria, i. 15, 17

- Orotava (Teneriffe), i. 58, 64
 Ostrich feathers, sale of, at Port Elizabeth, ii. 157
 Otter Bay, i. 135, 146; navigation in, 136
 Otway, Cape, ii. 34
 Ouady Toumilat (Land of Goshen), ancient canal through, i. 33; advantages of the fresh-water canal to, 38
 Oude, services of the Maharajah of Puttiala at, i. 270; the capital of, ii. 233
 Ouled-Oudjams tribes, i. 28
 Ovens gold-diggings, i. 128
 Owen Island, i. 136
- PACIFIC, incompleteness of sailing directions for the, i. 66; navigation of the, 67; discovery of the, 121; voyage across the, 150-182; England's supremacy in, ii. 84
 Pali, i. 174
 Palm Islands, ii. 127
 Palmer River gold diggings, ii. 134
 Palmerston, Lord, his opposition to the Suez Canal scheme, i. 36
 Palmerston (Port Darwin) described, ii. 150
 Palm-oil trade of Sierra Leone, ii. 167
 'Paluma,' gun-vessel, ii. 105
 Panama Canal, employment of West Indian negroes on, i. 197; slow progress with the work, 198
 Pan d'Azucar, Rio de Janeiro, i. 79, ii. 193
- Papiete harbour, i. 157; trade depôts, 159, 161
 Parana rivers, i. 97
 Paria, the Gulf of, i. 189, ii. 184; navigation, i. 190; dimensions, anchorage and climate, 191
 Parish, Sir Woodbine, on Buenos Ayres, i. 106; and the Argentine Republic, 117
 Parkes, Sir Henry, Premier of N.S.W., ii. 83, 90, 91
 Parramatta, ii. 90
 Parramatta River, ii. 91
 Parsons, Mr., on Port Darwin, ii. 150
 Patagonia, the coast of, i. 59, 126; gold in, and its effect on Sandy Point, 128-130
 Patapsco River, ii. 208
 Paternoster Peak, ii. 124
 Paterson, Mr. McDonald, at Melbourne, ii. 51
 Patna, the Opium Commissioners at, ii. 230, 231
 Paumotu Group (Low Archipelago), i. 59, 64; Mr. Findlay's description of, 153; early discoverers of, 154; its trade with Tahiti, 159, 161
 Pavtuxent River, ii. 208
 Peacock, Colonel, resident at Jey-pore, ii. 238
 Pearl fisheries in Ceylon and Thursday Island, i. 297, ii. 145, 146
 Peat's Ferry, ii. 79
 Pellew Islands, Captain Hildyard's adventures on, i. 137, 138
 Penang, i. 61
 Penas, Gulf of, i. 59, 135, 145, 146, 150; glaciers in, 148

- Peninsular and Oriental Steamship Company and the lifting dock at Hog's Island, i. 280; trade with Ceylon, 297; Australian service, 335; liners as cruisers, ii. 10; at Sydney, 72
- Pennsylvania Central Railway, i. 236, 237
- Pennsylvania, the State of, i. 237; scenery, 237
- Percy Islands, ii. 123
- Pernambuco, i. 81
- Perth (Australia), its communications with Albany, i. 335
- Peru, Viceroy of, and the fortification of the Straits of Magellan, i. 131
- Peshawur, i. 259; railway defences and forces, 263-265; trade, 264, 266; climate, 265, 266
- Peter Bottle Mountain, ii. 133, 152
- Petit, Mr., at Bombay, i. 283, 289
- Petropolis, i. 82; its mountain railway, 82; the town, 83; forest, 83; German colonists at, 85
- Pharaoh Necho, his canal, i. 33
- Philippines, the, discovered by Magellan, i. 122
- Philipville, the port of, i. 28
- Phillip, Port, ii. 34, 35; harbour, 40; bay, 41; heads, 68
- Phillips, Mr. W. H., at Adelaide, ii. 28
- Phipps, Mr., on Brazil, i. 86, 90, 92
- Pico, the peak of, i. 212, ii. 170; whaling at, 172
- Piddington, his meteorological investigations, i. 68
- Pigeon House, ii. 142
- Piggott, Major, and the Yonnies expedition, ii. 167
- Pike, Lieut., of H.M.S. 'Harrier,' ii. 134.
- Pile Light, ii. 35
- Pillar, Cape, i. 134
- Pine, Mr. Ruskin on the, i. 338
- Pine Island, ii. 123
- Piney Point, ii. 212
- Piper Islands, ii. 139
- Piracy, suppression of, at Sarawak, i. 309, 310. *See also* Corsairs of Barbary
- Pitch Lake, ii. 184
- Pitons of St. Lucia, ii. 193
- Pittsburgh, i. 237
- Pius IX., edict against Freemasonry in Brazil, i. 82
- Plantain, cultivation of, in Cuba, ii. 205
- Plymouth, visit to the dockyard at, i. 251
- Polynesia, i. 155, 163
- Pomare, late Queen of Tahiti, i. 163
- Ponce Mountain, ii. 152; ascended, 154
- Pope-Hennessy, Sir John, and the Mauritius, ii. 153
- Port of Spain, i. 189, 190
- Port Royal, naval establishment, i. 195, 196, 198; the Cays of, ii. 195; visit to, 202
- Port Said, engineering difficulties at, i. 39, 40; coaling station, 44, 255; calls at, 62, ii. 219
- Porto Pim, harbour, ii. 171
- Porto Praya, ii. 168, 169
- Portsmouth, its defences, i. 281
- Portugal, subdivision of land in, i. 74; and the possession of St. Antonio, 78; possessions in India, 293; fall of dominion

- there, 294; administration of Goa, 295; of Porto Praya and Fayal, ii. 168, 172
- Portuguese emigrants in Brazil, i. 98
- Possession Bay, i. 64, 123, 126, 146
- Possession, Port, early Spanish settlement at, i. 131, 132
- Potomac River, ii. 207-209, 211; navigation of, 212
- Prince of Wales Channel as a trade route, ii. 143, 144
- Princess Royal Harbour, i. 334, ii. 1
- Protection, Lord Brassey on, ii. 24-26
- 'Protector,' gunboat, ii. 33
- Puco Gaya, i. 325
- Puerto Bueno, i. 137, 146; fresh water lake, 138; vegetation, 138, 139
- Pullman, Mr., his carriage factory near Chicago, i. 240, 241
- Punjaub, annexation of the, i. 262; capital, 262; defences, 263; armed force in, 263; as a recruiting field for soldiers, 268; for Burmah police, 303
- Punta Delgada, gardens, i. 213
- Puttiala, i. 259; loyalty of its rulers, 270, 272; administration during a minority, 270, 271; state procession, 271, 272; visit to the Maharajah's stables and palace, 272; college, 272; State Durbar, 272
- QUEEN Channel, i. 126
- Queensland, ii. 98; products, 101; gold, 102, 108-113, 127; cattle rearing, 102, 103, 130, 140; de-
- fences, 105, 106; prospects of emigrants, 126; sugar industry, 128-132; government aid to navigation, 136; trade through the Torres Straits, 144; and the defences of Thursday Island, 144; protectorate over Pacific Islands, 146; native police, 147
- Queenstown, i. 222
- Quiros, discoverer of Paumotu Group, i. 154
- Quop, i. 308
- RAGGED POINT, ii. 177
- Raitea, i. 59, 64
- Rajpooora, Bay of, i. 292
- Rajputana, States of, poppy cultivation, ii. 239
- Raleigh, Sir Walter, takes Pedro Seranto prisoner, i. 132
- Ramam River, ii. 227
- Rambleta, plain of, on the peak of Teneriffe, i. 75
- 'Ramillies,' H.M.S., ii. 247
- Rangoon, i. 301, 307; progress under British rule, 301; rice industry, 301, 305; proposed railway communication with Mandalay, 304
- Rangoon River, i. 292
- Rangut River, ii. 227
- Rao Bahardar, Prime Minister of Indore, ii. 241
- Rappahannock River, ii. 208
- Ras Seger, i. 258
- Rawson, Dr., on the Argentine Republic, i. 98
- Rawul Pindi, i. 264, 266
- Reay, Lord, as Governor of Bombay, i. 259, 260

- 'Redbreast,' British gun-vessel, ii. 228
- Redfern, ii. 79
- Red Point, ii. 142
- Red Sea, and surveys of the Isthmus of Suez, i. 34, 35; voyage through, 61; navigation, 256; need of additional lights in, ii. 221
- Reeves, Sir George, on the West Indies, ii. 216
- Reid, his meteorological investigations, i. 68
- Reid, Mr. Hugh R., on Sailors' Rests, ii. 60
- Reindeer, Lapland, i. 53
- Rendel, Mr., and the Suez Canal scheme, i. 35
- Richards, Admiral, aids to navigation, i. 67
- Riley, Mr., Mayor of Sydney, ii. 79
- 'Ringo,' Japanese corvette, ii. 18
- Rio Bonito, Baron de, his *fazenda* in Brazil, i. 88; kindness to British emigrants, 88; construction and establishment of the *fazenda*, 89; service in chapel, 89; slaves, 89; and the education of slaves, 92
- Rio Bonito, i. 82
- Rio de Janeiro, i. 58, 64, 79; harbour, mountains and scenery, 79, 80, ii. 193; possibility of its becoming a separate state, i. 81; viewed from the Organ Mountains, 83; excursions from Rio, 94, 95; viewed from the peak of Corcovado, 95; prevalence of yellow fever at, and its probable cause, 95
- Rio Grande do Sul, i. 81; German colonists at, 86
- Rio Quinto, i. 116
- Ripon, Lord, and the establishment of municipal councils in India, i. 261
- River Plate, i. 58; desertions from H.M.'s vessels there, 97; estuary of the Plate, 97; difficulties of navigation, 98; projected railway communication with Valparaiso, 99; Mr. Macdonnell on emigration to River Plate, 108; suitable emigrants for, 111. *See also* Argentine Republic
- Robertson, on the loss of the Spanish fleet at Algiers, i. 8
- Robertson, Colonel, resident at Indore, ii. 240
- Robertson, Sir John, at Hawkesbury picnic, ii. 79
- Robinson, Sir Spencer, on the protection of the trade route in South America, i. 77
- Robinson, Sir William, Governor of South Australia, ii. 5, 19, 20, 29, 41, 43, 45
- Rockhampton, its naval contingent, ii. 106; visit to, 108; review of naval brigade and volunteers, 113; Lord Brassey interviewed, 114-122; description of the town, 122
- Rockingham Channel, ii. 128
- Rodonto Island, ii. 68
- Rodriguez Island, ii. 151
- Roggewein, explorer, at the Pautotu Group, i. 154
- Roldan, the colony of, i. 101; extraordinary crop of wheat at, 102
- Roman Catholics at Tatakotoroa,

- i. 154; at Goa, 294; at Sydney, ii. 73; at Mount Morgan, 113
- Romans, trade and connection with Algiers, i. 3, 6; and Pharaoh Necho Canal, 34
- Rosario, i. 58; railway communication with, 99; physical features of the country round, 100; small colonies formed near, 101; price of wheat, 101; cattle-rearing, 103; price of land, 105
- Rosewood, ii. 105
- Ross Creek, ii. 126
- Rosse, Lord, and marine biology in Jamaica, ii. 202
- Rotterdam (Makassar), Dutch fort, i. 327, 328
- Royal Geographical Society of Australia, ii. 90
- Royal Humane Society at Sydney, ii. 74
- Royal Society and the progress of meteorology, i. 68, 69
- Rubies of Ceylon, i. 296
- Rumbold, Sir Horace, on Chili, i. 150
- Ruskin on the pine, i. 338
- Russell, Earl, on Mirabeau, ii. 27
- Russian invasion of India by the Kyber discussed, i. 261, 265; and the coal-mines of Muara, 314; Lord Brassey on Russia's tendency to unity, ii. 114; and on Russia as a maritime power, 120; Mr. Blaine on Russia and the Eastern Question, 212
- SAGAMI, Cape, i. 181
- Sahara, the Great, i. 5, 80
- Sailors. *See* Seamen
- Sailors' Homes, at Port Adelaide, ii. 18; Port Melbourne, 60; Calcutta, 230; Bombay, 243
- St. Antonio Island, visit to, i. 58, 64; its products, 76; scenery, 77; its strategic advantages if acquired by England, 78; view of, ii. 169
- St. George, Grenada, ii. 186, 187
- St. George, Cape, ii. 69
- St. Helena, ii. 165; scenery, 165, 166
- St. Innes' Island, i. 133
- St. John, Mr., on Buenos Ayres, i. 109; and the Argentine Republic, 117
- St. John Ambulance Association in Australia, ii. 61, 85-90
- St. Lucia, the Pitons of, ii. 193; port, 193; coaling at, 194; compared with Barbados as a military station, 195; land in, 215
- St. Mary, Cape, ii. 247
- St. Michael's, i. 213; its fertility, 213; its oranges and other fruits, 213; its geysers, 213
- St. Nazaire, steamship communication with Havana, ii. 204
- St. Roque, Cape, position of, on trade route, i. 77
- St. Vincent, visit to and calls at, i. 252; ii. 176, 248; coaling station at, 169; proposed model plantations, 190; scenery, 191; native objections to administrative changes, 191; products, 192; wages of native labourers, 192, 193; land in, 214, 215
- St. Vincent, Gulf of, ii. 4, 11, 17, 20

- Salamé, Mr., British interpreter at Algiers, i. 13
 Salisbury, Lord, and the Imperial Conference, ii. 117
 Salomons, Hon. Julian, at Hawkesbury River, ii. 79
 Salt trade of Goa, i. 295
 Salwen River, i. 305
 Saman trees in the West Indies, ii. 186
 Samuel, Mr., at Cockatoo Island, ii. 85
 Sandakan harbour, i. 316, 318, 319; tobacco cultivation, 316; dangerous navigation, 317, 318; town and population, 319; surroundings, 319; head-quarters of the constabulary, 320
 Sand Heads, ii. 222
 Sandridge (Victoria), ii. 67
 Sandwich Islands, i. 59, 64, 164, 165
 Sandy Cape, ii. 142
 Sandy Hook, i. 229
 Sandy Point, i. 58, 124, 146; importance to, of improved facilities for navigation, 125; a penal settlement, 127; Chilian aspirations regarding the town, 127; coal and gold, 127-130; water, 129
 San Fernando, i. 190
 San Francisco, suggested hydrographic investigation there, i. 67; trade with Tahiti, 160, 161; Honolulu, 174; Newcastle (N.S.W.) and England, ii. 93
 Sangar, ii. 223
 San Isidro, Cape, scenery off, i. 131
 San Pedro L., i. 145
 San Paulo, free labour in, i. 93
 San Rafael, fortifications, i. 116
 Santa Fé, value of land at, i. 105
 Santa Magdalena, bird life, i. 126
 Santos, yellow fever at, ii. 193
 Sarawak, the capital of, i. 308; navigation of its river, 308; police force, 309; suppression of piracy in, 309; progress of civilisation and commerce, 309, 310; communication with Singapore, 310; population, 311; administration, 311; weak points of government, 312; necessity of a British protectorate, 312
 Sardinia, i. 184
 Sardinian slaves at Algiers, i. 10
 Sarmiento, President (1873), i. 118
 Sarmiento, i. 133
 Sarmiento Channel, i. 136, 137
 Sassoon, Sir Albert, present to Bombay, ii. 244
 Saumarez Island, i. 142
 Savage, Mr., missionary at Murray Island, ii. 148
 Schooners, trading, in the Pacific, style and build of, i. 159, 160
 Schouten, explorer, at the Paumotu Group, i. 154
 Scilly Islands, ii. 173
 Scotch colonists in the Argentine Republic, i. 100
 Scotland, trade with Argentine Republic, i. 109; rice-milling machinery, 302
 Scott, Sir Gilbert, designs Lahore Cathedral, i. 263; and library at Bombay, ii. 243
 Scott, Mr., his meteorological investigations, i. 68

- Seal - fishing fleet at Victoria, Canada, ii. 265
- Seamen, hardships of, i. 69 ; British, 70-73 ; the crew of a liner, 225 ; duties and wages, 226, 227 ; foreign and British seamen, 226, 227 ; in the engine-room, 228 ; stokers, 228 ; wages of, at Port Adelaide, ii. 18 ; life at Calcutta, 224
- Sea Reach, i. 134
- Secundra, the tomb of Akbar at, ii. 238
- Seranto, Pedro, Spanish navigator, at Fort Famine, i. 131, 132
- Serpent's Mouth, i. 191
- 'Servia,' liner, i. 222
- Seven Sisters, mountain range, i. 50
- Shah Jehan memorials in India, i. 274, 276, ii. 238
- Shanghai, and the Suez Canal *v.* the Panama routes, i. 44, 45
- Shanklin, Mr., and gold at Sandy Point, i. 128, 129
- Sherwin, Miss Amy, the Tasmanian singer, ii. 65
- Shikarpur, i. 259, 260, 261
- Ship Channel, Bermuda, i. 209
- Shortland, Lieut., of Newcastle (N.S.W.), ii. 93
- Siam, proposed communication with India, i. 305
- Sibatu Island, i. 325
- Sicily, its trade with the Roman Empire, i. 3
- Sidi Ferruch (Algeria), landing of French troops at, i. 15
- Sierra Leone, ii. 151, 166 ; the Church in, 167 ; trade, 167 ; troops at, 167, 168 ; Governor's residence, 168
- Sikh war, the second, i. 262
- Sikhs, the, as soldiers, i. 267, 268 ; loyalty during the Mutiny, 270 ; as police in North Borneo, 320 ; British confidence in, ii. 229 ; physique of the, 235, 236
- Sikkim, ii. 228
- Silam, Chinese settlement at, i. 321, 322
- Siliguri, its railway, ii. 226
- Silver, in South Australia, ii. 31, 150 ; question in the United States, 210, 211
- Simonoseki, i. 60, 64, 70
- Sindh, Lord Reay's official visit in, i. 259, 260 ; its barrenness, 261
- Sing, Sir Deva, his views on British policy in India, i. 273
- Singapore, i. 60, 64, 70, 290, 291, 307 ; communication with Sarawak, 310 ; commerce with Brunei and North Borneo, 315, 317 ; compared with Makassar, 328, ii. 15
- Singular Peak, i. 141
- Sir James Smith Islands, ii. 123
- Sirsuti River, ii. 241
- Sisal hemp, a product of St. Vincent, ii. 192
- Sivaji, Admiral of the Bijapur fleet, i. 293
- Skudesnaes (Norway), i. 47
- Skyring, his nautical survey, i. 122
- Slaves, Christian, in Algeria, i. 9, 13, 14 ; in Brazil, 88-93 ; at Sarawak, 310 ; in Jamaica, ii. 196, 197
- Smith, Captain, harbour-master of Honolulu, i. 177

- Smith, Mr. E. T., Mayor of Adelaide, ii. 12, 20
- Smith, Mr. Whitfield, of Grenada, ii. 189
- Smoky Cape, ii. 142
- Smyth's Channel, i. 59, 64, 134; navigation of, 135, 144, 146; scenery, 139-141
- Snæbrae, its snowy peaks, i. 51
- Society Islands, i. 59, 64; trade with Tahiti, 159
- Socotra Group, ii. 221, 222
- Solitary Islands, ii. 97
- Solomon Island, trade prospects with, i. 162
- Somerset, Duke of, and the dock-yard at Malta, i. 184
- Somerset (North Queensland), cattle station at, ii. 140
- Soudan War, and the Australian Contingent, ii. 8, 85
- Sounding instrument, Sir W. Thomson's, i. 214, ii. 34
- South America, difficulties of navigation around its coast, i. 122; Spanish settlements in, ii. 206
- South Australia, ii. 1-3; the Governor of, 5; meeting of R.G.S. of Australasia, 13-16; the Church in Australia, 18; labour question, 21, 30; education, 26, 31, 32; ceremony of opening Parliament, 29; proclamation of the Province, 29; debt and revenue, extension of territory, 29, 30; soil and products, 30-32; State railways, 31, 41; defences, 32, 33; land question, 44, 45; comparative agricultural statistics concerning, 103; re-sources of the Northern Territory 150, 151
- 'South Australian Register,' ii. 6-11
- South Mahratta Railway, i. 293
- South Reach, i. 144
- South Sea Islands, native missionaries and bêche-de-mer fishers, ii. 148, 149
- South Seas, Magellan in the, i. 122
- Southern Ocean, storm in, ii. 2
- Spahis, native police of Algeria, i. 25, 26, 27
- Spain, failure of, to subdue the Corsairs of Barbary, i. 7, 9; connection with Trinidad, ii. 185; administration of Cuba, 204, 206
- Spaniards at Gibraltar, i. 252
- Spanish discoveries and surveys in the Pacific, i. 121, 122; settlement at Fort Famine, 131; its fate, 131
- Spartel, Cape, i. 252, ii. 177
- Spezia, ii. 176, 219
- Spithead, its forts, i. 281
- Sprigg, Sir Gordon, his career, ii. 160
- Staines Peninsula, i. 136
- Staoueli, battle of, i. 15
- Steamers, Lord Brassey on subsidising mail and other steamers for Colonial defence, ii. 9, 10
- Steele, James W., on Cuba, ii. 204, 205
- Stellenbosch, ii. 160; the University, 161
- Stephenson, George: his opposition to the Suez Canal scheme, i. 36, 39, 40; and the late Mr. T. Brassey, ii. 81, 82

Stevens, Mr., designs Sailors'

Home at Bombay, ii. 243

Stewart, Mr., at Albany, i. 336,
339

Stock, Mr., Mayor of Glenelg, ii. 3,
11

Stokes, his nautical survey, i. 122

Stonewall, its anchorage, i. 124

Storms, the law of, explained, i.
206-208, 332, 333; a revolving
one, ii. 207

Stout, Sir Robert, on England and
the Colonies, ii. 7

Stradbroke Island, ii. 98, 100

Straits of Magellan, through the, i.
58, 59, 64, 65; rescue of the crew
of the 'Monkshaven' barque,
119-121; discovery of the Straits,
121; the first passage, 122;
Spanish and later surveys, 122;
reconnaissance of the coast,
123; navigation of the First
and Second Narrows, 124-126;
Sandy Point, 127-130; naviga-
tion of Straits impossible for
sailing vessels, 130; scenery
going south from Sandy Point,
131; Spanish fortification of
the Straits, 131; rounding Cape
Froward, 132; English and
Long Reaches, 133; Sea Reach
and Smyth's Channel, 134, 135;
navigation of the latter, 135;
Otter Bay, 135; intricacy of
navigation on leaving, 136;
meet the 'Dacia' at Puerto
Bueno, 137-139; the Guia
Narrows, 139; scenery of
Smyth's Channel, 139-140; the
Wide Channel, 141; Chasm
Reach and Port Grappler, 142;

Indian Reach and English
Narrows, 143; dangers of the
latter, 143-147; Mayne and
Trinidad Channels recommen-
ded, 147; height of the snow-
line, 147; number of glaciers in
the Straits, 148; temperature,
dust shower and scantiness of
population, 149

Strickland, Sir Edward, ii. 79

Suez Canal, a visit to, in 1869, i.
33; previous canals on the
Isthmus, 33; various surveys of
the Isthmus, 34; M. de Lesseps'
survey and scheme, 34-36;
British opposition to, 36; es-
tablishment of the Company,
37; cutting the first trench, 37;
the army of forced labourers,
37; difficulty and cost of supply-
ing drinking water, 37; con-
struction of fresh-water canal,
38, 39; difficulties of forming a
Mediterranean port, 39; forced
labour prohibited by the Porte,
40; the Emperor Napoleon's
award concerning this and other
matters, 40, 41; mechanical
labour-saving appliances used,
41; nationalities employed in
construction, 41; length of the
Canal, 42; prevention of sand
shifting, 42; expenditure on its
construction, 42, 43; commercial
value, 43; increased investment
in steam shipping consequent
on its completion, 43; saving
in distance and effect on Medi-
terranean ports, 44, 45; probable
effect of the proposed Panama
Canal on Suez Canal traffic, 44,

- 45; extensive use of the Canal by Great Britain, 61, 254; passage through in 1876 and 1886, 65, 254; traffic through, 255; value of the Canal to India, 278; as a trade route, 305; effect of, on the trade of the Mauritius, ii. 155
- Sugar-loaf Peaks of Rio and St. Lucia, i. 79, ii. 193
- Sukkur, i. 259-261; its railway bridge, 261
- Suleiman Mountains, Beloochee raids from, i. 260
- Sulu, Sultan of, sale of territory to North Borneo Company, i. 316
- Sunbawa volcano, i. 329
- 'Sunbeam,' rapid passage to Norway, i. 46; loss of one of her crew, 49; good points of the yacht, 55; cruise round the world (1876-77), 58; in the Suez Canal, 62; description of the vessel, 63; useful type for naval service, 64; her good qualities, 65; loss of spars, 65; her crew in 1876-77, 70-73; rescue of the 'Monkshaven's' crew by, 120; interest of Hao natives in, 155; invaded by native fruit-vendors of Tahiti, 157; conduct of yacht in a squall, 178, 179; cruise to the West Indies in 1883, 184; action in the Trades, 195; visit of West Indian Church dignitaries to, 199; passage through the Bahama Channel, 200-203; good behaviour of vessel and skill of her crew in voyage to Bermuda, 205, 206; address to crew on starting for India and Australia (1886-87), 248, 249; dodging a 'levanter,' 252; punctuality of vessel, 259; rifle competition for crew, 320; navigation of, in Indian Ocean, 330-333; behaviour off Kangaroo Island, ii. 2; boarded by Press representative at Port Adelaide, 5; social gathering on board at Glenelg, 11, 12; 'At Homes' on board, 19, 91; visit of Adelaide branch of Seamen's Union to, 29; and Melbourne ladies' committee of Sailors' Rest, 60, 61; visit of old Hastings to, 77, 78; on show at Sydney, 90; farewell to Sydney, 92; navigation of, through Great Barrier Reef, 136; voyage to Ascension, 166; encounters gales off St. Antonio, Horta, and Terceira, 169, 170, 173; defects of boiler and behaviour of her crew during voyage to India and Australia in 1886-87, 174, 175; trip to the West Indies in 1892, 176, 194, 213; run to the East, 219, 222; Christmas Day on board at Calcutta, 228; crew join in sports there, 230; at Bombay, 241; return from Bombay, 246, 247. *See also* Log of the 'Sunbeam'
- Sunda, Strait of, i. 330
- Sunday, Cape, ii. 107
- Sunset at Biskra, i. 32; off Loffoden Islands, 51; at Ismailia, 255
- 'Superb,' H.M.S., i. 252
- Superior, Lake, Jesuit missions on its shores, i. 243, 244

- Susquehanna River, ii. 208
 Swain reefs of Australia, ii. 123
 Sweden, trade with Hao, i. 156
 Swiss colonists in the Argentine Republic, i. 100
 Switzerland, trade with Hao, i. 156
 Sydney: harbour, ii. 70; its defences, 71; situation, 71, 72; attractive views of harbour, 72; names of streets, 72; high rents, 72; picture gallery and cathedrals, 73; Royal Humane Society meeting at, 74; Chinese in, 74; poverty in, 74; the German training squadron, 75; the University, 75; Colonial Society at, 76; naval volunteers, 77; municipal buildings, 77; old residents of Hastings at, 77; excursions from and meetings at, 78-91; its naval brigade, 91; and the pearl fisheries at Thursday Island, 145
 Sydney Cove, ii. 72
 Sydney, Mount, ii. 69
 Symes, Mr., at Puttiala, i. 271
- TABLE BAY, ii. 157; its breakwater, 158
 Table Hill, ii. 69
 Table Mountain, beauties of, ii. 158
 Tagus, ii. 248
 Tahiti, i. 59, 64, 151, 152, 156; suggested hydrographic investigation there, 67; French protectorate over, 154; appearance of the island, 157; Christianity at, 157-159; population, 159; naval review at, 159; trade and commerce, 159, 160, 162; trading craft, 159, 160; French sway in, 163; laws, 163; form of government, 164
 Taj Mahal mausoleum at Agra, its architecture, i. 276, ii. 237, 238
 Talabot, his survey of the Isthmus of Suez, i. 34
 Tampa, communication with Havana, ii. 204
 Tangiers, bombarded by the French, i. 16; call at, ii. 176
 Tanjong po, lighthouse on, i. 308
 Tanna Ballu, i. 325
 Tanteles volcano, i. 149
 Tapioca, yield of, in Brazil, i. 88
 Tarafel Bay, i. 58, 64; particulars concerning, 76, 78
 Tarlton, Hon. R. A., at Melbourne, ii. 13
 Tatakotoroa, i. 152, 154
 Tavoy, proposed railway communication with Bangkok, i. 304
 Tea, Ceylon, i. 297
 Teak industry of Burmah, i. 302, 305
 Teetulpa gold-diggings, ii. 17, 31
 Telescope, the great, at Melbourne, ii. 65
 Teneriffe, ascent of the Peak of, i. 58, 74, 75; view from its summit, 75; call at, ii. 176
 Teniet-el-Had, i. 23, 25, 26, 28; its cedar forest, 27
 Tennyson, quoted, ii. 186
 Tenterfield, ii. 97
 Terai, jungle of the, ii. 226
 Terceira, visit to, ii. 173, 174
 'Thames,' liner, i. 258
 Thana, its railway communication with India, i. 278

- Theebaw, King, deposition of, i. 302-304
- Thibet, ii. 228
- Thirsty Sound, ii. 142
- Thomas, Captain Brodrick, on the Victorian naval brigade, ii. 46-51
- Thomson, Sir William, his sounding-machine, i. 214, ii. 34
- Thorne & Stuttaford, Messrs., at Cape Town, ii. 159
- Thornhill, Bishop, of Brisbane, ii. 102, 106
- Thornycroft torpedo-boat 'Chillers' in Victoria, ii. 46
- Three Brothers, the, ii. 142
- Three Points, Cape, ii. 142
- Thucydides, quoted, ii. 59
- Thursday Island, ii. 135; garrison at, 140; position, 143; defences, 144; compared with the Orkneys, 144, 145; population and pearl-fishery industry, 145
- Tiel Sund, the passage of, i. 52
- Tierra del Fuego, navigation of its Channels, i. 122, 123; natives of, 133; height of snow-line at, 147; its glaciers, 148
- Tijuca, scenery, i. 95; salubrity, 96
- Timsah, Lake, position of Ismailia on, i. 42
- Titan Mine (Michigan), i. 242
- Tobago, i. 188, 189
- Tokio (formerly Yedo), i. 181
- Torghatten, Island of, i. 50
- Torres Straits, ii. 107, 143, 149; as a trade route, 144; pearl fisheries in, 145
- Tortugas, colonists at, and their misfortunes, i. 103, 104
- Townsville, Queensland, naval contingent, ii. 106; railways, 126; the town and harbour, 126, 127
- Toynbee, Captain, his meteorological investigations, i. 68
- Tracey, Mr. Secretary, on naval armament, ii. 212
- Trades, the, effect of the, on navigation, i. 188; Captain Marryat on the, 195
- Trafalgar, Cape, i. 252
- Trans-Australian Railway, the beginnings of, ii. 150
- Transvaal, its relations with Cape Colony, ii. 162-164; gold in, 163
- Treacher, Mr., ex-Governor of North Borneo, i. 323, 325
- Treachery Bay, effect of mission work in, ii. 148
- Treaty Point, i. 182
- Trehear, Mr., of the Mount Morgan gold-mines, ii. 111
- Tribulation, Cape, ii. 142
- Trieste, and the Suez Canal, i. 44
- Trincomalee, dockyard, i. 279, 299; visit to, 292; its harbour, 297, 298; costliness of its naval establishment, 299; proposal to transfer its administration to the Indian Government, 299, 300; defences of Trincomalee, 300; projected railway at, 300; fort, 300, 301
- Trinidad, i. 187-189; scenery, 189, ii. 186; statistics concerning, i. 192; viewed from the sea, ii. 183; products, 184, 199; population, 184; chequered history, 185; progress, 185; waterfall, 185, 186; vegetation, 186; cultivation of land in, 214; government, 216

Trinidad Channel, i. 147
 Trinity Bay, ii. 142
 Trollope, Mr. Anthony, on College Hall, Sydney University, ii. 75
 Tromso, i. 53
 Tropics, nights in the, i. 331
 Tryon Point, i. 141
 Tubuai Group, trade with Tahiti, i. 159
 Tucuman, railway extension to, i. 100
 Tudhope, Mr., at Cape Town, ii. 160
 Tunis, Dey of, and Lord Exmouth, i. 9
 Turkish troops in Algeria, i. 8, 9
 Tyler, Dr., at Agra, i. 277
 Tyson, Mr., the Australian millionaire, ii. 126, 130

ULLADULLA, derivation of, ii. 69
 Umballah, the Opium Commissioners at, ii. 235

Unfit Bay, i. 139

United States, the, and the Panama Canal, i. 44; Norwegian emigrants to, 54; trade with Argentine Republic, 99, 117; as a field for emigration compared with the Argentine Republic, 110-113; survey of the Kilauea crater, 168; influence in Hawaii, 176; a flying visit to the States in 1886, 222; distance covered, 222; passage to New York in the 'Germanic,' 222; danger of icebergs, 223; emigrants to, 224, 225; the crew of an Atlantic liner, 225-228; arrival at Sandy Hook, 229; New York, 229-231;

Orange, 231, 232; yacht-racing, 232-236; journey to Chicago, 236-241; Marquette, 241-243; Cleveland, 244; social and political condition of the States, 244, 245; business practice, 245; condition of the people, 245; education, 246; constitution, 246; fiscal policy, 246; relations with Great Britain, 247, ii. 116; Protection in, 26; America compared with Australia, 99; its whale fisheries at Faval, 172; its trade with the West Indies, 182-185, 192, 196, 203; social position of coloured population in, 199; labourers' wages in, 201; and marine biology in Jamaica, 202; trade with Havana, 204; call at, in 1892, 207; coasting-schooners, 208, 209; gun-foundry at Washington, 210
 Upright Point, ii. 69, 142

VAAST FIORD, navigating the, i. 52
 Valencia, ii. 176

Valparaiso, i. 59, 64, 150-152, 156; projected railway communication with, 99; cable to, 137; trade with Tahiti, 160

Vancouver Island, extension of communications between, and the Colonies, ii. 9, 10

Van de Capellen, Dutch vice-admiral, i. 9

Venezuela, i. 193, 194

Venice and the Cape of Good Hope passage, i. 44

Venus, Point, i. 156, 162

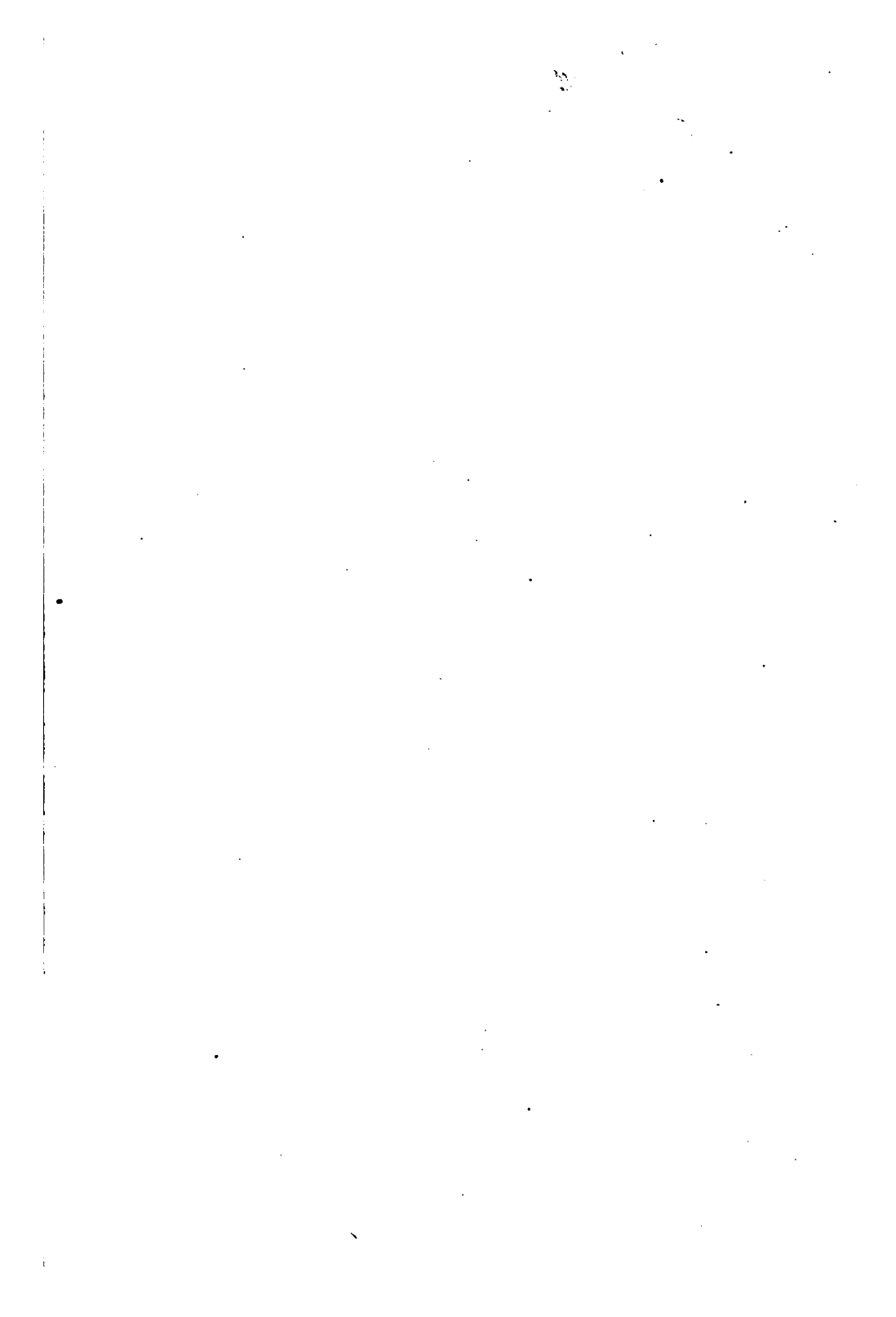
Verdes, Cape de, i. 58, 64, 76;

- position of, on trade route, 77, 78
- Vernier, M., French Protestant pastor at Tahiti, i. 157
- Vernon, Lieutenant (U.S.N.), i. 146
- Vernon, Mount, ii. 209
- 'Vernon,' reformatory ship, ii. 84
- Vibarts, Colonel, of the Mooltani Horse, i. 266
- Victoria, Queen, Jubilee celebration at Adelaide and Melbourne, ii. 12, 35-40, 54, 55, 64; New Year's celebration in honour of, at Calcutta, 230; statue of, at Bombay, 243
- Victoria (Australia), Queen Victoria's Jubilee celebrated at, ii. 35-40; gold-mines, 40, 62; defences, 46-51; population and climate, 61; products, 62; State railways, 62; public libraries, 64; comparative agricultural statistics concerning, ii. 103
- Victoria (Queensland), sugar industry at, ii. 127
- Victoria Yacht Club, Australia, ii. 51
- Villefranche, i. 213, ii. 176
- Virgins, Cape, i. 121, 123, 130, 145, 146
- 'Volage,' H.M.S., smart appearance of her crew, i. 96
- Volantes, a Cuban vehicle, ii. 205, 206
- Volney, on the hillsmen of India, i. 268
- Volunteers, Colonial, i. 300, ii. 9, 114. *See also* Naval Volunteers
- Voyages of Lord Brassey, summary of, distances sailed, countries and places visited, and yachts used, ii. 249, 250
- Vries, i. 180, 181
- WADIA, Mr., on Bombay cotton mill industry, i. 284
- 'Wager,' wreck of the, i. 145
- Wages in Western Australia, i. 339, 340; in India, ii. 231, 232
- Waghorn, Lieutenant, his survey of the Isthmus of Suez, i. 34
- Wales, Prince of, statue at Bombay, ii. 243
- Wallis, explorer, at the Paumotu Group, i. 154
- Walsh, Mr., of Cardwell, ii. 130
- Warburton, Major, at the Jamrud Fort, i. 264
- Warning, Mount, ii. 142
- Washington, George, monument on the River Potomac, ii. 211
- Washington, ii. 207-209; visit to the Navy yard, 210; Congress and the silver question, 210, 211; public buildings and historical pictures, 211
- Washington, Fort, ii. 209
- Watson's Bay, ii. 70
- Weaver, 'Sunbeam's' ship's cook, wins rifle competition, i. 320
- Webb, Mr. Justice, at Melbourne, ii. 51
- Wesleyans at Mount Morgan, ii. 113
- West African Telegraph Company station at Porto Praya, ii. 169
- West Indian Regiment at Sierra Leone, ii. 167, 168
- West India Society, ii. 197
- West Indies, trade with Bergen, i. 47; a cruise to the, in 1883:

- reasons for the cruise, 183; Malta, 184, 185; Gibraltar, 185-187; Madeira to Trinidad, 187-189; hurricanes of the, 188; at Trinidad, 190-192; description of the West Indies, 192; Trinidad to La Guayra, 193-195; La Guayra to Jamaica, 195-200; the Church in the, 199; Jamaica to Nassau, 200-204; a bargain in pilotage, 201; the negroes of the West Indies as boatmen, 203; Nassau to Bermuda, 205-211; Bermuda to Plymouth, 211-215; statistics of the cruise, 215; advantages of sail for long voyages, 215, 216; reflections on the cruise, 216; our colonial administration, 216; energy of our colonists, 216, 217; tribute to the Navy, 217; analysis of the log and distances run, 217-221; another trip to, in 1892: sea experiences, ii. 176, 177; visit Barbados, 177-183; Trinidad, 184-186; Grenada, 186-190; government schemes for benefit of natives, 189, 190; St. Vincent, 191; St. Lucia, 193; military stations in the West Indies, 195; Jamaica, 195-202; the planters of the Indies, 197, 198; Port Royal, 202; St. Antonio, 203; Cuba, 204-207; Washington, 207-212; our position in the West Indies considered, 213; necessity of naval supremacy, 213; recent improved prosperity of the islands, 213; future development, 214; uncultivated land in, 214, 215; planters and peasant proprietors, 215; extension of self-government not advisable, 215, 216; its various legislatures, 216; as a field for British capital and enterprise, 216, 217; unsuitable for European settlers, 217; the future of, under British rule, 218
- West Indies (French), enterprise of French proprietors in, ii. 217
- Western Australia, i. 334; its eucalyptus forests, 337-339; labour and wages, 339, 340; prospects, 340; climate and soil, 341; administration, 341, 342; price of land, 342; defence, ii. 8
- Weston, Miss, her interest in seamen, ii. 60, 61
- Wetmore mine (Michigan), i. 242
- Whale-fishing at Faval, ii. 172
- Wheelwright, Mr., and the Central Argentine railway, i. 99, 100
- Whitfield's Stores, Barbados, ii. 178
- Whitehead torpedoes in Victoria, ii. 46, 47, 49
- Whitsunday Islands, ii. 123, 124
- Whitsunday Passage, ii. 124, 125, 142
- Wide Channel, i. 141
- Wilkes, explorer, at the Paumotu Group, i. 154
- Wilkins, Colonel, designs Secretariat at Bombay, ii. 243
- Williamstown, ii. 35; torpedo store, 48, 49; Sailors' Rest, 60; docks, 67
- Willis, Bishop, of Honolulu, i. 175
- Wilson, Sir Samuel, and the great hall at Melbourne University, ii. 65

- Wilson's Promontory, ii. 68
 Wiltshire Regiment at Peshawur, i. 265
 Wind charts, value of Admiralty, i. 66, 67
 Windward Islands, sale to natives of Crown Lands, ii. 189
 Wines, Cape, at Port Elizabeth, ii. 157
 Winton, Sir Francis de, and the Yonnies expedition, ii. 167
 Wodehouse, Mr., British Commissioner at Honolulu, i. 176
 Wood, Captain, his narrative of early Spanish settlement at Fort Famine, i. 131, 132
 World, a cruise round the, in 1876-1877 ('Nineteenth Century,' 1877-1878), i. 57; general outline of the voyage, 57-63; the 'Sunbeam,' 63-65; weather, navigation, lighthouses, nautical instruments, sailing directions, charts and other aids to navigation, 65-67; revolving storms, the progress of science of meteorology, and the laws governing daily atmospheric changes considered, 68, 69; hardships of a sailor's life: climatic changes, heat and cold, 69, 70; the British sailor, 70-73; visit to Madeira, 73, 74; Teneriffe, 74, 75; Rio Janeiro, 76-97; the River Plate, 97-118; through the Straits of Magellan, 119-149; across the Pacific, 150-182
 Wright, Captain, of Brisbane, ii. 105, 106
 Wynberg, military cantonment at, ii. 160
 XAVIER, ST. FRANCIS, the tomb of, at Goa, i. 294
 YACHTING, international contest between 'Galatea' and 'Mayflower,' i. 232-236; steam, ii. 176
 Yarra River, ii. 63, 64, 67
 Yedo, Gulf of, i. 180, 181
 Yellow fever at Rio de Janeiro, i. 95, 96; precautions against, at St. Lucia, ii. 193; at Havana, 205
 Yokohama, i. 59, 60, 64, 65, 176, 181, 182
 Yonnies, expedition against, ii. 167
 Yorke, Cape (South Australia), ii. 20, 123
 Yorke Island, ii. 146
 Young, Mr., and the labour question in Western Australia, i. 339
 ZACH peninsula, i. 136
 Zagazig, fresh-water canal at, i. 38
 'Zealandia,' liner, i. 174
 'Zealous,' H.M.S., accident to, in the English Narrows, i. 147
 Zubal, Straits of, i. 61
 Zulus, and the Government of Cape Colony, ii. 162, 164

THE END.





OCT 25 1895

JUN 5 1895

DUE OCT '66 H

1041205

Widener Library



3 2044 094 403 599